

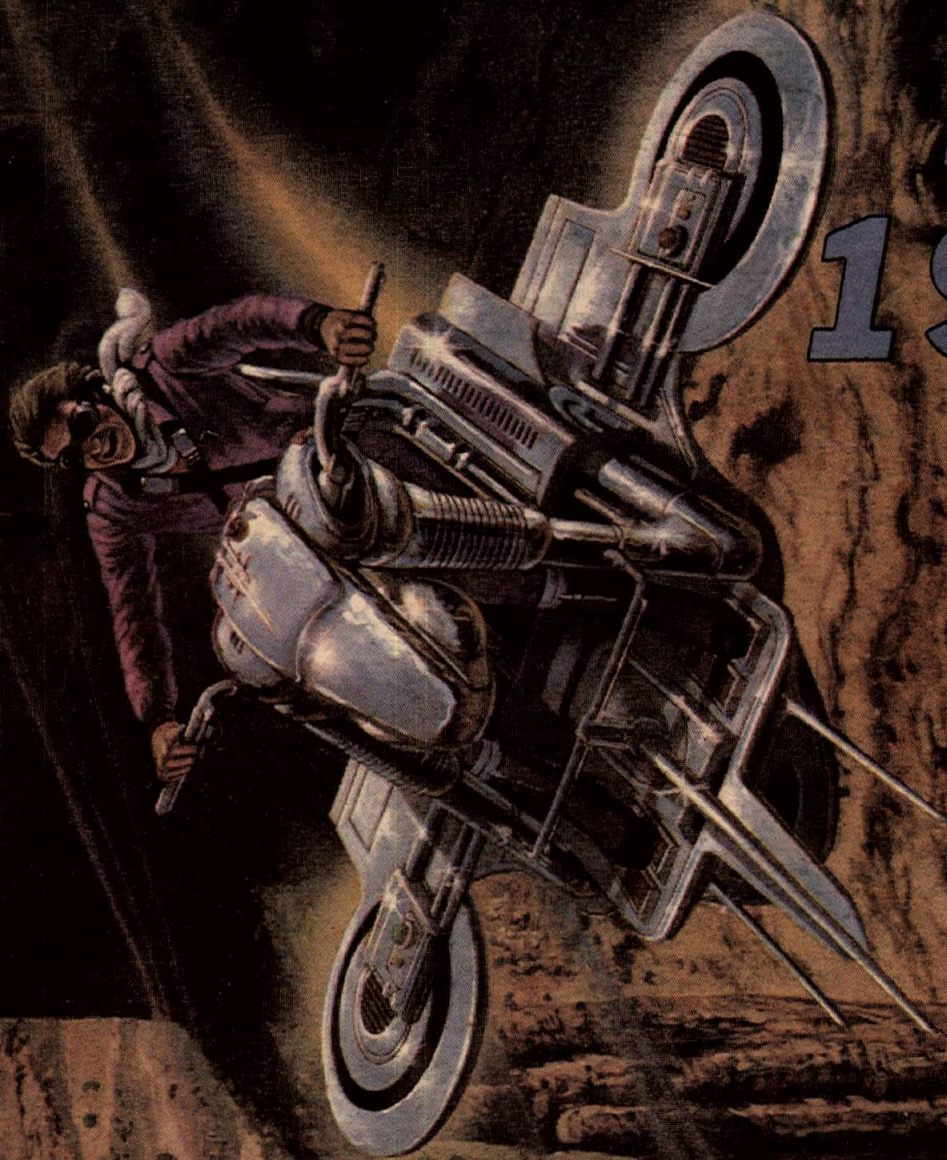
CYCLE NEWS

WEST

Volume XVIII : Number 50 : January 13, 1982

85c[®]

*Zooming
into
1982*



AMERICA'S WEEKLY MOTORCYCLE NEWSPAPER

TEAM SUZUKI ACTION REPORT:

1981: A year the competition would like to forget.

1981 has been Suzuki's finest year ever.

In virtually every category of racing—motocross, drag racing, road racing and ISDE—Suzuki dominated like no other manufacturer.

The key to success is performance. And, for Suzuki, it's performance that really counts.

1981: A year we'll never forget.

MARK BARNETT

125cc National MX Champion
Supercross Series Champion
Motocross Action Rider
of the Year

KENT HOWERTON

250cc National MX Champion

HARRY EVERTS

125cc World MX Champion

FRANK STACY

AMA ISDE Qualifiers
Overall Champion

MARCO LUCCHINELLI

500cc World Road Racing
Champion

TERRY VANCE

NMRA Pro Stock Champion
NMRA Rider of the Year

AMA National Motocross Series

National Championships	
Mark Barnett	125cc
Kent Howerton	250cc
Sacramento, CA	
March 29, 1981	
Mark Barnett	125cc
Kent Howerton	250cc
Orange, CA	
April 5, 1981	
Mark Barnett	125cc
Kent Howerton (2)	250cc
Lake Whitney, TX	
April 12, 1981	
Mark Barnett	125cc
Kent Howerton	250cc
Atlanta, GA	
May 3, 1981	
Mark Barnett	125cc
Kent Howerton	250cc
Southwick, MA	
May 17, 1981	
Kent Howerton	250cc
Mt. Morris, PA	
May 24, 1981	
Kent Howerton	250cc
Castle Rock, CO	
June 14, 1981	
Kent Howerton	250cc
Binghamton, NY	
June 28, 1981	
Mark Barnett	125cc
Buchanan, MI	
July 5, 1981	
Mark Barnett	125cc
Washougal, WA	
August 2, 1981	
Mark Barnett	125cc

AMA/Winston Pro Series

Monterey, CA	
July 19, 1981	
Randy Mamola-Formula 1	RG-500
Wes Cooley (2)	GS-1000

Florida Winter-AMA Motocross Series

Gainesville, FL	
January 11, 1981	
Mark Barnett	125cc

Cocoa Beach, FL	
January 18, 1981	
Mark Barnett	125cc

World Championship Motocross Series

World Championship	
Harry Everts	125cc
France	
March 29, 1981	
Georges Jobé	250cc
Spain	
April 5, 1981	
Georges Jobé	250cc
Austria	
April 12, 1981	
Harry Everts	125cc
Czechoslovakia	
May 24, 1981	
Georges Jobé	250cc
Yugoslavia	
May 24, 1981	
Harry Everts	125cc
Poland	
May 31, 1981	
Harry Everts	125cc
Switzerland	
June 14, 1981	
Georges Jobé	250cc
France	
June 14, 1981	
Brad Lackey	500cc
West Germany	
July 5, 1981	
Georges Jobé	250cc
United States	
July 19, 1981	
Mark Barnett (1)	125cc
Harry Everts (2)	
Czechoslovakia	
July 26, 1981	
Jean Jacques Bruno	500cc
Czechoslovakia	
August 9, 1981	
Harry Everts	125cc
Sweden	
August 13, 1981	
Harry Everts (1)	125cc
Eric Geboers (2)	

AMA Supercross Series

Championship	
Mark Barnett	250cc
Anaheim, CA	
January 31, 1981	
Kent Howerton (1)	250cc
Mark Barnett (2)	
Seattle, WA	
February 14, 1981	
Darrell Shultz	250cc
Seattle, WA	
February 15, 1981	
Darrell Shultz (1)	250cc
Mark Barnett (2)	
Kent Howerton (3)	
Atlanta, GA	
February 28, 1981	
Mark Barnett (1)	250cc
Kent Howerton (2)	
Daytona Beach, FL	
March 7, 1981	
Darrell Shultz	250cc
Houston, TX	
March 13, 1981	
Mark Barnett	250cc
Houston, TX	
March 14, 1981	
Mark Barnett (1)	250cc
Kent Howerton (2)	
Pontiac, MI	
April 26, 1981	
Mark Barnett	250cc
Kansas City, MO	
May 2, 1981	
Mark Barnett	250cc
Los Angeles, CA	
July 11, 1981	
Mark Barnett	250cc

CMC Golden State Series

Saddleback Park, CA	
January 4, 1981	
George Holland	125cc
Darrell Shultz	Open Class
Huron, CA	
January 25, 1981	
Ron Turner	125cc
Saddleback Park, CA	
February 15, 1981	
Ron Turner	125cc-Pro

CMC-IRC Series

Saddleback Park, CA	
March 15, 1981	
Ron Turner	125/250/Open Classes

IRC Tri-Race Series

Orange, CA	
July 26, 1981	
Ron Turner	125/250/Open Classes

AMA ISDE Qualifiers

Top Qualifier 250 Class & Overall	
Winner Frank Stacy	
Tulsa, OK	
March 21-22, 1981	
Mike Rosso (1)	175 Class
Dean Joyner (2)	
Frank Stacy (1)	250 Class
Jeff Fredette (2)	

Ridgecrest, CA	
April 25-26, 1981	
Dean Joyner (1)	175 Class
Mike Rosso (2)	
Jeff Fredette	250 Class
Ray Cosgrove	Gold Medal, Open Class

McMinnville, OR	
May 2-3, 1981	
Dean Joyner	175 Class
Frank Stacy	1st in 250 Class & 1st Overall
Ray Cosgrove	Gold Medal, Open Class

Bellingham, WA	
May 9-10, 1981	
Frank Stacy	1st in 250 Class & 1st Overall

Maplesville, AL	
May 23-24, 1981	
Frank Stacy	1st in 250 Class & 1st Overall

Livingston, TN	
June 6-7, 1981	
Mike Rosso	175 Class
Frank Stacy	250 Class

International Six Days Enduro

Elba, Italy	
October 5-10, 1981	
Frank Stacy	Gold Medal
Mike Rosso	Gold Medal
Jeff Fredette	Gold Medal
Dean Joyner	Gold Medal
Ray Cosgrove	Gold Medal
Drew Smith	Gold Medal

World Championship Road Race Series

World Championship	
Marco Lucchinelli	RG-500
Austria	
April 26, 1981	
Randy Mamola (1)	RG-500
Graeme Crosby (2)	
Hiroiyuki Kawasaki (3)	
France	
May 17, 1981	
Marco Lucchinelli (1)	RG-500
Randy Mamola (2)	
Graeme Crosby (3)	
Yugoslavia	
May 31, 1981	
Randy Mamola (1)	RG-500
Marco Lucchinelli (2)	
Holland	
June 27, 1981	
Marco Lucchinelli	RG-500
Belgium	
July 5, 1981	
Marco Lucchinelli	RG-500
Italy	
July 12, 1981	
Marco Lucchinelli	RG-500
England	
August 2, 1981	
Jack Middleberg	RG-500



Finland	
August 9, 1981	
Marco Lucchinelli (1)	RG-500
Randy Mamola (2)	

Imola 200 International Road Race

Imola, Italy	
April 5, 1981	
Marco Lucchinelli	RG-500

Superbike Exhibition

Imola, Italy	
April 5, 1981	
Wes Cooley-Yoshimura	GS-1000

AMA National Superbike Championship Series

Daytona Beach, FL	
March 6, 1981	
Wes Cooley-Yoshimura (1)	GS-1000
Graeme Crosby-Yoshimura (2)	
Monterey, CA	
July 18, 1981	
Randy Mamola (1)	RG-500
Wes Cooley-Yoshimura (2)	GS-1000

NHRA/NMRA Drag Races

Pro Stock Championship	
Terry Vance	GS-1100
Gatornationals, FL	
March 12-15, 1981	
Terry Vance-Pro Stock	GS-1100
Southern Nationals, GA	
April 25-26, 1981	
Terry Vance-Top Fuel	GS-1100
Southeastern Nationals, FL	
May 2-3, 1981	
Terry Vance-Pro Stock	GS-1100
Mike Phillips-Supermodified	GS-750
Spring Nationals, NH	
May 23-24, 1981	
Terry Vance-Pro Stock	GS-1100
Mike Phillips-Supermodified	GS-750
Spring Nationals, OH	
June 13-14, 1981	
Terry Vance-Pro Stock	GS-1100
Midwestern Nationals, CT	
June 27-28, 1981	
Terry Vance-Pro Stock	GS-1100
Mike Phillips-Supermodified	GS-750
Summer Nationals, NJ	
July 18-19, 1981	
Terry Vance-Pro Stock	GS-1100
U.S. Nationals, IN	
September 8, 1981	
Terry Vance-Top Fuel	GS-1100
U.S. Nationals, NJ	
October 3-4, 1981	
Bob Carpenter-Pro Stock	GS-1100

Dragbike!

Orange, CA	
July 26, 1981	
Bob Carpenter-Pro Stock	GS-1100

IDBA Nationals

Louisville, KY	
June 6-7, 1981	
Ron Turner	GS-1100

The winning ride.

FREE...New 1981 Team Suzuki rider profiles. Write U.S. Suzuki Motor Corp., P.O. Box 317, Encino, CA 91316.

CYCLE NEWS

WEST

America's weekly motorcycle newspaper

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ON THE FRONT PAGE: We are proud to present a four-color reproduction of David B. Mattingly's poster *Flying High*. However, we'll leave the interpretation up to you. For more info on the poster, please see p. 73.

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VOICES

Husky thanks

Our fans, dealers and employees are very excited over our good showing in the Baja 1000. The results emphasizes our involvement in supporting the sport of desert racing and motorcycling in general. In addition to Husqvarna's support to this effort there is a certain special group of people that without their help, our victory would not be possible. These are the support crews that manned the pits and kept the entire effort running smoothly. These fellows helped Husqvarna entirely on their own spare time and at their own expense. Husqvarna would like to publicly extend a special thanks for a job well done.

The following names are pit captains that are in charge of each pit. With these captains were additional people that worked with them. Unfortunately we cannot name them all.

Special thanks to: Kevin Peterson, Ken Hearing, Jim Halmerson, Boyd Miller, Harry Falkenthal, John Barnes, Randy Hollenbeck, Lynn Davidson, Bob Ashcraft, Fred Miller, LeRoy Miller, Jerry DeBerry, Tom Clardy, Ray Ribs, Ray Abbott, Don Lester, Dick Phares, Tim Barlow, Tom Brynt, Jon Stillman, Lee Bowman, Ray Hilton, and Bill Halbert. Other thanks to our tuner Niles Ussery for an excellent job on preparation of Husqvarna entries.

ROBERT POPIEL
Off-Road Manager
San Diego, CA

Happy birthday

Happy birthday Rocky Williams! Love, DMW. Happy birthday to you from all of us at WheelSmith!

WHEELSMITH ENGINEERING
Fountain Valley, CA

Racer par excellence

This letter is to commend the continuous achievements of WheelSmith Maico rider Alan Olson. Alan and I used to dice it out in the CMC Intermediate ranks. Well, old age finally took its toll on my career, but Alan kept going with the determination of a lad half his age.

At the end of each year Alan would always say how he'd have to start

racing less and spending more time with his lovely wife and children. Yet this year Alan was out almost every Saturday and Sunday, racing two classes.

Not just a local rider, Alan raced the entire Golden State Series and emerged as the Vet class champion. He and his illustrious brother, "Movin' Marv," made the long trek to Washington and to Mammoth, where Alan again proved to be unbeatable. And now there is his latest victory in the AMA State Championship.

He can whip all Intermediates on his 490, or the Vet Experts on his RM125. He's one of the nicest guys I ever met racing.

I just want to wish him the best of luck and continued success in 1982, even if he's "cuttin' down on his involvement." (When do those '82 Maicos come in, Al?) And thanks for all the help.

ZAPATA ESPINOZA
Hollywood, CA

Neither rain nor snow...

Neither wind, rain, snow, mud nor the BLM could dampen the spirit of determined dirt bikers who made it all the way from Barstow to Vegas on the Saturday after Thanksgiving 1981.

I wish to express congratulations to those who continued on as Mother Nature's weather combined together with the B to V trail to provide a double challenge to both ability and stamina. I would like to hear from everyone who made it to Vegas in the dirt, so that I can congratulate you personally. Drop me a line.

The group I rode with experienced a high ratio of finishers that included out of state guests from New York, Virginia and Alaska as well as the two ladies who started with us. Thanks gang. Sticking together on the trail and having desert wise support troops pays off.

Thank you *Cycle News* for everything you have done to help preserve a place to ride in the future, and thanks to the road riders who braved the weather to participate in the *Cycle News* Road Ride and Poker Run. Your support of the AMA and Phantom Duck Legal Defense Funds will be used to benefit all riders.

In reference to the Phantom Duck and the B to V trail ride, the California Desert District BLM public affairs officer, DeLoris "Pete" Palmer was quoted in a Los Angeles paper as saying, "We're tired of being used. We took them to court twice trying to stop it, and we lost."

California Desert District Manager Gerald Hillier was quoted in the same article. "Right now, if they stay on existing roads and trails, we have reached an understanding. And it is possible some time in the future a race might be run on this route."

We haven't won the war yet, but we have a very efficient fighting team that will continue on as long as we have rider support. Don't back down or give up any of your rights, and we will be meeting on the trail again next year.

LOUIS MCKEY
President, PDOD
7896 Kempster Ave.
Fontana, CA 92335

Thanks from Rescue 3

Rescue 3 would like to thank all the fine folks of District 37 who have contributed to Rescue 3 this past year. Without your support we would not be able to be out there to give a hand when needed.

A special thanks to Crown Toyota of Upland for their sponsorship of Unit 317. Without their support it would not be out each week to pick up downed riders.

HARRY CANTRALL
Rescue 3

Support appreciated

We would like to thank all of our supporters and pit crews who participated in our effort in the 1981 SCORE International racing season.

A special thanks goes to George Erl — Up-Tite Husqvarna — Dick Pharis, Bill Mallman, Ted Vanden Raadt, Hayward Mendenhall and all of the Hilltoppers M.C. for a job very well done.

STEVE BELL/DENBY DAILEY
Lakewood, CA/Bellflower, CA
1981 SCORE Class 30 #1

Off-Road/GP racer's rejoicing

It finally happened! Something good for us off-road racers and GP specialists (considering the past few years of BLM and environmentalists' 11th-hour shaft jobs). We're finally getting a decent chance at real, honest-to-goodness money!

PRO (Professional Racing Organization) has been formed and is offering 70% payback and two-and-a-half-hour GP-type races for us.

SRA and AMA District 37 are supposed to be sportsman racing, and CRC, CMC, AME, etc. all have good points but are geared to the ... motocrossers. The road rashers have their orgs doing them well and SCORE is great but a little expensive to participate in a few times a year. Even hill climbers get a chance to pick up some green.

I'm glad to see another organization hit the scene and hope like hell the sponsors, factories, shops, accessory people and especially my fellow competitors support this new program.

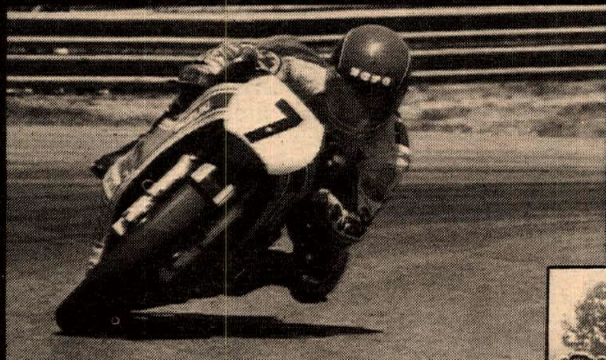
Wouldn't it be bitchin' to see the red, green or orange machine people put up a \$500 contingency per class to see them beat the yellow machine people or the Scandinavian machines?

KEVIN E. CASE
Fountain Valley, CA

Published letters do not necessarily reflect the position of Cycle News, Inc. Send letters to Voices, Box 498, Long Beach, CA 90801.

Cheers to the winners.

January 13, 1982 CYCLE NEWS



Randy Mamola - Winner AMA F-1 Road Race Laguna Seca, (Cal) & 500cc Grand Prix's of Austria & Yugoslavia



Mark Barnett - AMA 125cc National Class & Stadium Supercross Champion



"Bob Thomas' Team Honda of Irwin" - **Dale Richey, Keith Marshall, Larry Shorts, Dan Chivington** - (overall) winners "24 hrs. of Nelson Ledges" endurance road race, on Dunlop Sport Elites.



Dick "King Richard" Burleson - AMA National Enduro Champion (8th Consecutive Time)



Anton Mang - FIM Road Race 250cc & 350cc World Champion

AND WORLD CHAMPIONS

M.X. 250cc - **Neil Hudson**, Endurance Road Race - **Raymond Roche & Jean LaFond**
Also: **Hubert Auriol** - 1st Paris to Dakar off road endurance race, **Frank Stacy** - top American at I.S.D.E., Italy & 1st in 2-day qualifiers in Okla., Oreg., Wash., Ala. & Tenn., **Danny "Magoo" Chandler** - Trans-USA support class champion, **C. Huguet & J.C. Chemarin** - 1st world championship endurance road races 24 hrs. of Lemans, France & Mugello, Italy, **Johnny O'Mara** - 1st CMA Toronto Stadium M.X., 1st 125cc Nat'l. M.X. Carlsbad, Winning team member M.X. Des Nations, W. Germany & Trophée Des Nations, Belgium, **Scot Harden & Brent Wallingsford** - 1st score "Baja 1000", **Darrell Shultz** - 1st Seattle & Daytona Stadium M.X., **Graeme Crosby** - 1st Senior TT & F-1 classes, Isle of Man. **Terry Cunningham** - 1st Nat'l Enduros in Minn., Mass., Ind., Calif., Okla., **Mike Baldwin & Dave Aldana** - 1st 8 hr. World Championship Endurance Road Race, Suzuka, Japan, **Graham Noyce** - 1st Hants

World International M.X., England, **Bruce Hammer & John Ulrich** - 1st AAMRR 6 hr. Endurance Road Race, Loudon, N.H., **Mike Melton** - 1st Nat'l Enduros in Ga., Tenn., La., Wash., **Larry Roeseler & Bruce Ogilvie** -

1st score "Parker 400" & "Baja 500", **Mike Krolick & Terry Statum** - 1st AFM "Budweiser" 2 hr. road race, Riverside, Calif., **Jack Johnson** - 1st 2-day qualifier - Calif., **D. Sarron & J.C. Jaubert** - 1st World Championship Endurance Road Races, 24 hrs. Bol D'or, France, & Nurburgring, W. Germany, **Al Baker & Bob Balentine** - 1st score "Mexicali 250", **Mark Barnett** - 1st FIM 125cc, U.S. M.X. GP Lexington, Ohio, **Art Friedman, Jeff Karr, Jan Jolles, James Parker** - 1st 600cc, & **Jim Robertson, Bruce Webster, Rich Bienick, John Samways** - 1st 400cc, Class Winners "24 Hrs. of Nelson Ledges", **Scott Pfeiffer & Kent Pfeiffer** - 1st 250cc Class, Score "Mexicali 250", "Baja 500" & "Baja 1000", **Jeff Fredette** - 1st "Blackwater 100" Enduro, **Marc Fontan** - 1st Int'l Road Race, Paul Ricard, France.

A toast to all the racers who depended on Dunlop Tires to win in 1981.

It was a great year.



More cycles ride on Dunlop than any other tire in the world.

THE LATEST POOP

BY PAPA WEALEY

It was a big weekend in southern California for the feet-up crowd, with two observed trials events in two days. In the first, the Dec. 12 Expert-only Schreiber Cup at Little Rock Reservoir, CA, Montesa-mounted Darreck Bernard won — he was the only rider in the field to finish within his hour's grace. In the following day's El Trial de Espana, Dwaine Walters (Itj) was the winner with a score of 33. Easterners Jack Stites (Fan) and Curt Comer (Mon) finished 2-3 with scores of 36 and 39, respectively. 1979 World Trials Champ Bernie Schreiber (SWM) and 1980 National Champ Scott Head (Itj), posted scores of 16 and 32 points, but were riding on an exhibition status due to their Italian licenses.

In a recent Latest Poop column, we were in error in identifying Ronnie Tichenor, the overall high point rider in the Florida Winter National Mini-cycle Schoolboy Olympics, as a Californian. Tichenor is a born-in-the-south Floridian. Our apologies.

Steve Booth's *Diggin' Dirt*, advertised for thee past couple of months right here in our Want Ad section, hit the mail this past week. Booth had planned for late October delivery, but an unfortunate delay at the printer put him six weeks behind schedule. All prior orders will have been shipped by the time you read this, and new orders will be filled within 24 hours, according to Booth.

Motorcyclist Magazine publisher Dick Lague has announced the appointment of Ray Hill as the new editor of *Motorcyclist*. Hill, for the past 11 years the *Motorcycle* and *Auto Maintenance* Editor at *Popular Mechanics*, has also been a frequent *Cycle News* contributor. Although now retired from racing, Hill was national number two in both the WERA 250 and 410cc Production classes in 1979. Lague said that Art Friedman, the present editor, will retain a senior editorial position on the staff and will contribute heavily to the editorial product, including serving as editor of an upcoming book on motorcycle maintenance and repair.

Suzuki confirmed their 1982 National MX line-up, most of which had already been printed in this column. On works bikes for the '82 season will be Mark Barnett, Kent Howerton, Warren Reid, Denny Bentley, George Holland and Alan King. In addition, Clint Hardick,

Chris Heisser and Gary Denton will ride production RMs in the AMA MX Nationals under the Suzuki Pro Support Team banner.

The U.S. round of the 1982 World Observed Trials Championship will be held June 27 at the Donner Ski Ranch near Truckee, CA. The Pacific International Trials Association will be hosting the event. Saturday, June 26, will be a National Championship event for the Support, Senior, Super Senior and High School classes, with Sunday's trials being an AMA/NATC National round as well as a World Championship event. The Donner Ski Ranch area has hosted National Trials rounds in the past.

Production of Goodyear motorcycle tires has been consolidated into one plant in Jackson, MI. Since 1968 most of Goodyear's tire production came out of an industrial products plant in New Bedford, MA, with limited production in Gadsden, AL, and Topeka, KS. Goodyear's cycle sales organization will, however, remain in New Bedford.

Rich Winkler of Stadium Motorsports called to announce that AMA amateur motocross racers will have an opportunity to challenge all the stadium courses used in the AMA/Wrangler Supercross Series in 1982. The AMA sanctioned National Amateur Supercross series will include all AMA classes including Minis, Vets, Women and three wheelers and will culminate with the AMA National Amateur Supercross Championship following the San Diego Supercross event near the end of 1982. More info on the Amateur Supercross Series is available from Stadium Motorsports, P.O. Box 1523, Laguna Beach, CA 92651, 714/494-9484. In all Stadium Motorsports events, each amateur entry will receive an admission ticket to the Saturday night Pro race.

In the Received-too-late-for-Calendar-but-should-be-fun-anyway department, there were several items that caught Papa's eye. Two days after Christmas, or Dec. 27, there will be an off-road poker run near Medford, OR. Sign up is at 10 a.m. for \$3 per hand. Call Delbert Longbrake for more info at 503/535-1984 or 773-3134. In the same area the following Saturday, Jan. 2, the Great Jackson Creek Road Race will go down (after going up). You see, it's not a normal road race; it's two miles of decomposed granite road with an individually timed uphill run and a dead engine coasting return.

Contact Tyrrel Hart at 503/772-6184 for more info. Finally, with the CMC Golden State Series kicking off Jan. 2-3 at Saddleback Park in Orange, CA comes word of sidecar motocross on the Saturday Sportsman day. Entry is \$20 per team with payback and trophies on the line. According to Gwen of the SoCal Sidehack Assn., the hacks will race at all but the Prairie City and Marysville rounds of the GSS. Call 213/768-5266 for more info.

Three motorcycles were stolen Saturday night Dec. 12 in the camping area of the California Racing Club's Santa Claus family enduro at Anderson Dry Lake. Two were 1978 Yamaha IT175s belonging to East-West member Dave Kincaid. One has a frame/engine number of 1W2025444, and a green stickie number B02Z28 (expires 6/82). The other's number is 1W2024968 and green stickie #C50E86 (6/83). The first machine is distinguishable by a Ceet tank cover, cut seat and reed valve spacer block, and the second machine has red silicone applied to all the nuts and bolts. A third machine, a 1980 Yamaha YZ125 was stolen from Noel Cobbs, but there is no serial number available at press time, although the bike was carrying #8 on its front number plate. If you have any information concerning these bikes, call Dave Kincaid at 714/687-2427 or Bill Herndon at 213/255-5815.

Roger Riddel, the man who re-edited and distributed the film *On Any Sunday II*, is working on a new film about drag racing entitled *Wheels of Fire*. Riddel is re-editing the film, which originally concentrated on a single Funny Car, and reshooting to bring all aspects of drag racing into the film — including motorcycles. To that end Russ Collins, Bo O'Brochta, Terry Vance and other top racers have been contacted.

While we're on the celluloid side of the street, SelecTV, a southern California pay television service, has bought the rights to the original *On Any Sunday*. It is expected to be aired some time in January.

The Daytona 200, traditionally the world's richest motorcycle race, will be even richer in 1982. Jim France, executive vice-president of Daytona International Speedway, announced a \$93,000 purse for the Mar. 7 classic. France said that the prize money for the event is such that even the last place finisher earns in excess of the FIM minimum for start money.

Sierra Motorcycle Products has announced a contingency sponsorship of the 1981-82 Hangtown Sportsman Qualifier Series, a five-race series that begins Dec. 20 at Marysville, CA. The top 10 finishers in the series are guaranteed a spot in the Hangtown Sportsman event. Sierra has posted \$3,000 in goodies from Answer Products, Bel-Ray, Oakley, Cycle Am and Nippondenso. For more details, call Chuck at Sierra, 916/635-9580.

Harley-Davidson's Dick O'Brien announced that the factory team for the 1982 AMA/Winston Pro Series will be as it was for 1981 — Jay Springsteen and Randy Goss will carry the official white, orange and black of Milwaukee's finest.

Two weeks ago we ran a Yamaha of Pomona ad with a 1980 YZ250G offered for \$479. Don't be surprised if Yamaha of Pomona can't meet that offer, because in a manner of speaking, we, uh, well, we goofed. The price is

correct for what Yamaha of Pomona wanted to display in the ad, a YZ50 mini machine. Our apology to any jaws which may have hit the floor after seeing a quarter-liter 'crosser for under \$500.

Hey all you off-road dinosaur (specifically, 300 lb., pushrod motorcycles) owners! Jack Ross, of Greyhounds M.C. Ponderosa hare scrambles fame, is forming a club for such dinosaur aficionados, and he mentioned that there might be a club outing in the near future. Drop Jack a note at 44041 Halcom Ave., Lancaster, CA 93534 if you're interested, or give him a call at 805/942-1320 in the evenings.

A reliable source in Europe says that the new model 256 Rotax 250cc inline road racing engine has been clocked at 74 on the horsepower scale at approximately 13,000 rpm. The Rotax engine has been used in both the Cotton and the Armstrong road racers, and sources say the engines may be available in the States next February.

Russ Darnell is offering a six-week strength and endurance training session for motocrossers, racquetballers, and skiers. The course costs \$50 and starts the first week in January at Racquet Time in Montclair, CA. More information is on tap from either Russ (714/980-3212) or Racquet Time (213/985-9778). Russ, who says he's going to be promoting a "killer" 10K foot race (all uphill) soon, also said his motocross school will be traveling to South Africa in April and May.

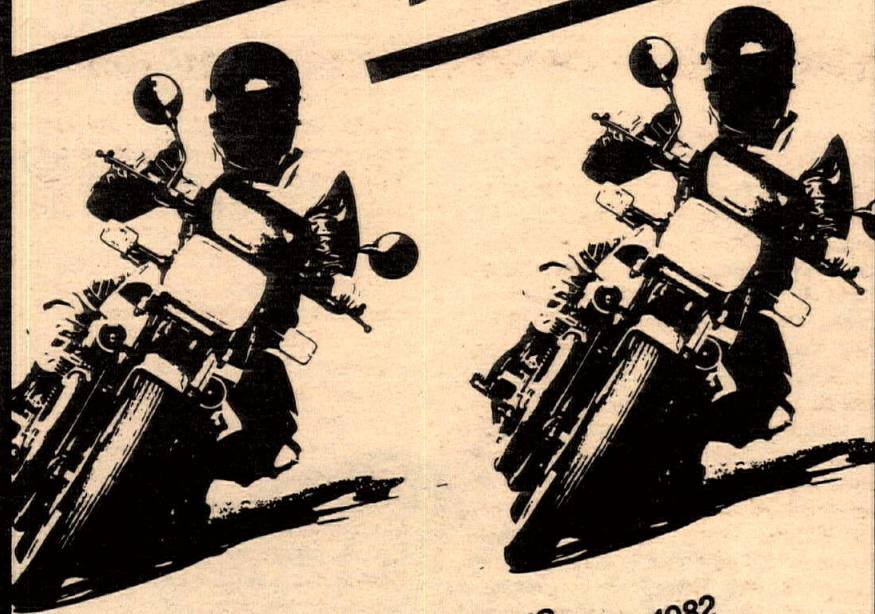
Don't be surprised if none of the Big Four field a factory team in the '82 Trans-USA series. Kawasaki didn't in '81, and Honda, Suzuki and Yamaha have sent letters to the AMA stating that they won't be there either, according to Yamaha's racing team manager Ken Clark. The reason? "It's too long of a season," said Clark. Pointing to the schedule that begins at the end of January and ends in November, Clark said, "No other professional sport has a season that long. Can you imagine a pro football team beginning league play in January and going to November? There'd be nobody left standing! We've been telling 'em (the AMA) for two years, 'Please do something to compress the season.'" According to Carroll Chandler, the AMA's Pro MX Manager, the AMA has sent letters to the manufacturers asking them to contest the series in '82, then sit down and look at changes that could be implemented in '83. "It's not fair to the promoters (for the manufacturers to pull out in '82)," said Chandler because the promoters have to file for sanction dates well in advance and the FIM sanction — required in order to put on a Trans-USA race — costs many, non-refundable dollars. Chandler stated that the promoters are "gung ho" on the idea of holding races anyway, perhaps paying for the factory stars to ride as well as getting more European entries which have been lacking in recent years.

It's hard to believe that we're actually putting out our 50th issue of the year! We've had a lot of fun bringing CN to you for a year, but now it's time for Papa to pry his fingers off the typewriter and join the editors, advertising people, production folks and the administration types in taking some time off. So between Dec. 15 and Jan. 3, the office will be manned by the circulation and bookkeeping departments. On Jan. 4 we'll all be back and on track for 50 more issues!

1982 AMA Grand National Championship/Winston Pro Series Numbers

- | | |
|------------------------|----------------------|
| 1. Mike Kidd | 51. Brad Hurst |
| 2. Kenny Roberts | 52. Bruce Hamner |
| 3. Gene Romero | 53. Tim Mertens |
| 4. Bart Markel | 54. Steve Monger |
| 5. Gary Scott | 55. John Wincewicz |
| 6. Randy Goss | 56. Dave Bradley |
| 7. (Open) | 57. Alan Ward |
| 8. Steve Eklund | 58. Buddy Robinson |
| 9. Jay Springsteen | 59. Mickey Fay |
| 10. Billy Labrie | 60. Wayne Rainey |
| 11. Scott Parker | 61. Hap Eaton |
| 12. Ted Boody | 62. William Knott |
| 13. Cory Ruppelt | 63. Doug Brauneck |
| 14. Hank Scott | 64. Charlie Roberts |
| 15. Garth Brow | 65. Rickey Campbell |
| 16. Ronnie Jones | 66. Mike Inderbitzin |
| 17. Jim Filice | 67. Bubba Shobert |
| 18. Terry Poovey | 68. Billy Hofmeister |
| 19. Freddie Spencer | 69. Sonny Burres |
| 20. Mike Spencer | 70. Jeff Campbell |
| 21. Eddie Lawson | 71. Steve Mendenhall |
| 22. Miles Baldwin | 72. Steve Hall |
| 23. Lance Jones | 73. Keith Ulicki |
| 24. Bubba Rush | 74. Bruce Hanlon |
| 25. Nicky Richichi | 75. Brett Barkman |
| 26. James Adamo | 76. Richard Chambers |
| 27. Richard Arnaiz | 77. Peter Hook |
| 28. Jeff Haney | 78. Ronnie Edgens |
| 29. Randy Mamola | 79. Randy Waldrop |
| 30. Dale Singleton | 80. Rich King |
| 31. Harry Klinzmann | 81. Stephen Foote |
| 32. Mark Homchick | 82. Frank McTaggart |
| 33. Steve Gervais | 83. Russ Gourley |
| 34. Wes Cooley | 84. Jay Beach |
| 35. Kevin Stafford | 85. Frank Word III |
| 36. Jeff Umrysz | 86. Doug Ahn |
| 37. Thad Wolff | 87. Jeff McDaniel |
| 38. Robert Crabbe | 88. Roberto Pietri |
| 39. Dave Schlosser | 89. Danny Perkins |
| 40. Dave Aldana | 90. Dan Chivington |
| 41. Ricky Graham | 91. Scott Drake |
| 42. Steve Morehead | 92. Rodney Farris |
| 43. Michael Gilkey | 93. Dave Hebb |
| 44. Alex Jorgensen | 94. Terry Wolf |
| 45. Steve Biganski | 95. Scott Pearson |
| 46. Willie Crabbe | 96. Billy Schaeffer |
| 47. Harry Cone | 97. Butch Brown |
| 48. Richard Schlachter | 98. John Hatley |
| 49. Rod Spencer | 99. Rusty Sharp |
| 50. John Bettencourt | |

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greatest
motorcycle show
in the U.S.A.
is coming
your way.



SAN FRANCISCO
January 22-24, 1982
Cow Palace
Geneva and Rio Santos
San Francisco, California

SEATTLE
January 29-31, 1982
Seattle Trade
and Exposition Center
Elliott Avenue Level
2601 Elliott Ave.
(across from Pier 69)
Seattle, Washington

CHICAGO
February 12-14, 1982
O'Hare Exposition Center
O'Hare Airport
Rosemont, Illinois

ST. LOUIS
February 26-28, 1982
A.J. Cervantes Convention
and Exhibition Center
801 Convention Plaza
St. Louis, Missouri

ATLANTA
March 19-21, 1982
Atlanta Apparel Mart
250 Spring St.
Atlanta, Georgia

BALTIMORE
April 9-11, 1982
Baltimore Civic Center
201 West Baltimore St.
Baltimore, Maryland

And here is a partial list of great exhibitors who will help make the show the greatest:

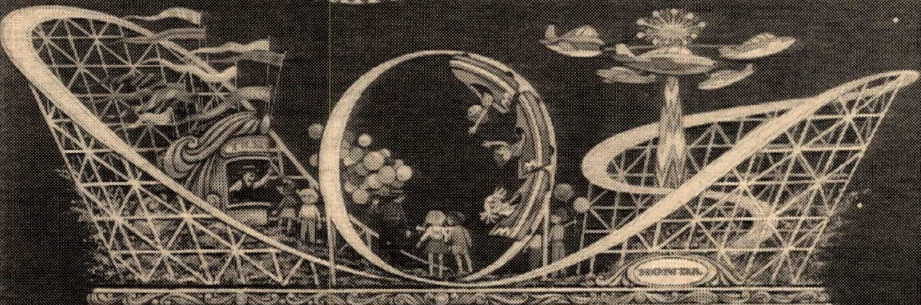
- ★ American Honda Motor Co., Inc. ★ American Motorcyclist Association ★ BMW of North America, Inc.
- ★ Conspicuity, Inc. ★ Cycle News ★ Cycle Parts Discounters ★ Harley-Davidson Motor Co. ★ Inter Link
- ★ Interpart Corp. ★ J & D Distributing ★ Kal Gard Coating & Mfg. Corp. ★ MAC Precision Products ★ Nippondenso
- ★ of L.A. ★ Palo Alto Yamaha ★ R.C. Engineering (Laverda, OSSA) ★ U.S. Suzuki Motor Corporation
- ★ Yamaha Motor Corporation, U.S.A.

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at (714) 675-0132 today.

Fun for Everyone



This is the strangest Honda we've ever seen come across the ol' in basket. Actually, it's American Honda's entry in the 1982 Rose Parade. Called "Fun for Everyone," the float features the world's smallest loop roller coaster. In addition, Honda furnishes motorcycles and generators to the Tournament of Roses.

Mark Hyde, a member of Team Kawasaki in '81, has been added as the third member of Husqvarna's '82 National Championship Enduro Series/ISDE Qualifier Series team. "We're pleased to have Mark as a member of the team," said

Husqvarna's Greg Davis. "We feel he has a lot of potential." Hyde joins Terry Cunningham and Mike Melton. Hyde will ride a 430XC while Cunningham will continue on the 430 Automatic. Melton will be aboard a 250WR for '82.

Introducing 170

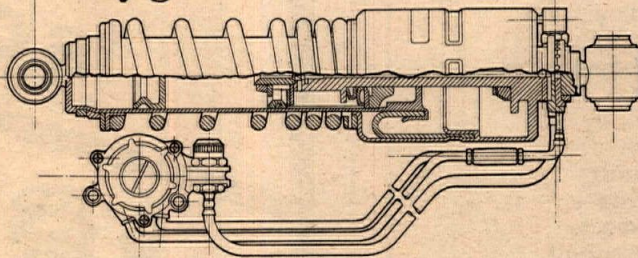
If you're one of those people who loved the Virago but were hoping for a larger package, this is your lucky page.

Introducing the new Virago 920.

It's got the same classic V-twin engine. The same low-slung look, Monoshock rear suspension, and shaft drive of the Virago 750.

However, it has an extra 170cc's pulling for it.

Which makes it run even more relaxed. And gives you even more of that locomotive Virago power in every gear.

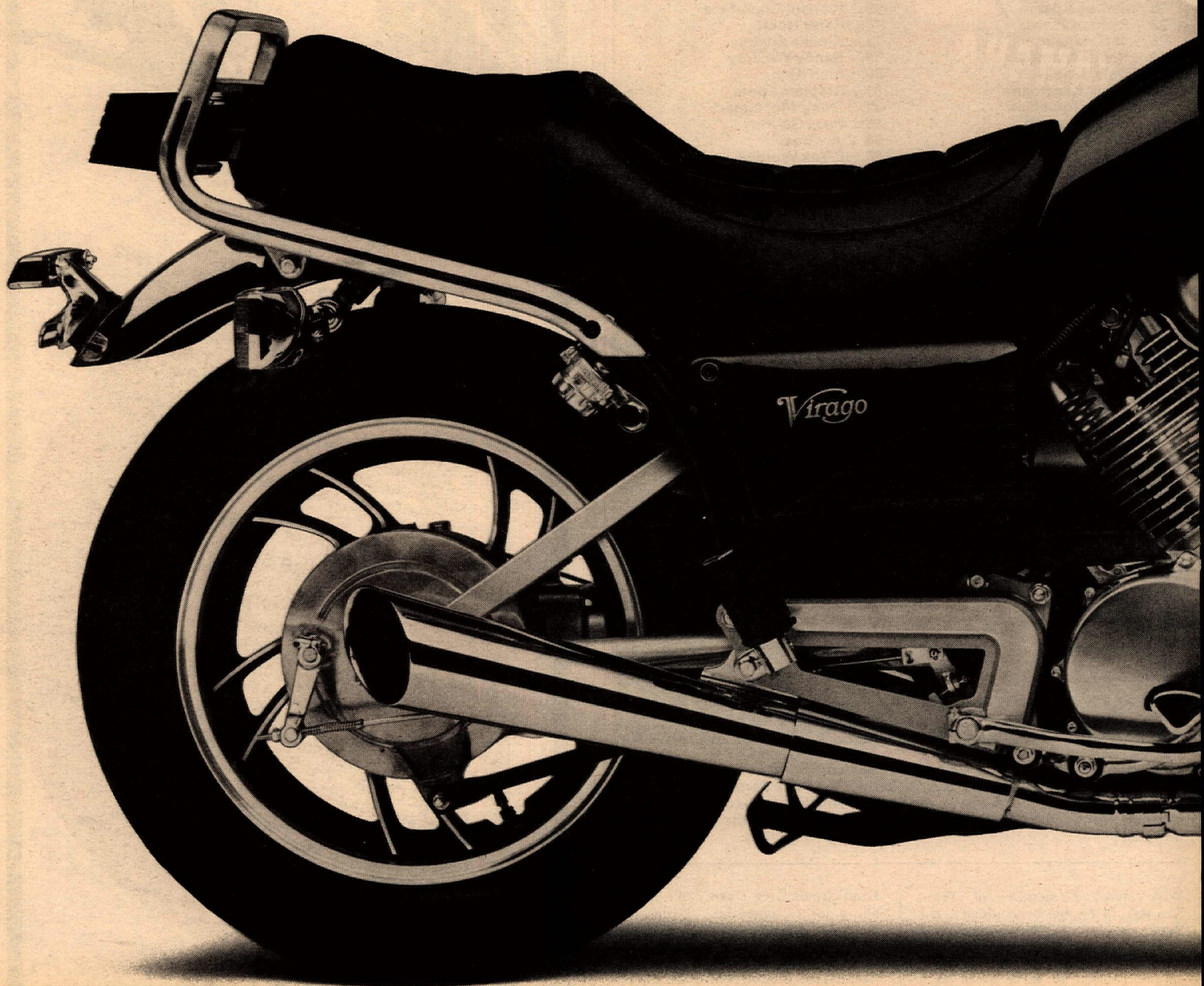
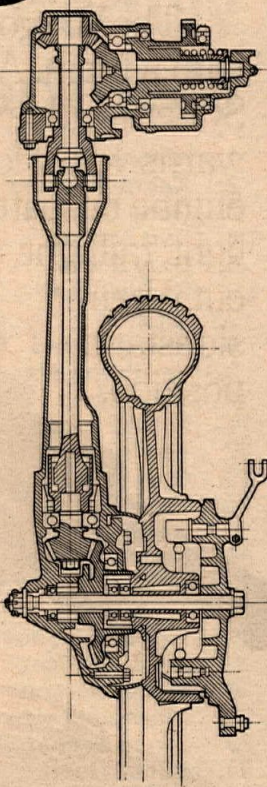


We could have stopped there and you would have probably been

perfectly happy.

We didn't.

Those rakish forged-aluminum pullback bars are completely adjustable (so you don't have to be). And between those handlebars sits the world's first electronic LCD speedometer and tachometer.



cc's more Virago.

The Virago 920 was also born with a brain. A Computer Monitor System with an LCD display that warns you of low levels of brake fluid, engine oil, battery acid, and headlight, taillight, and brakelight burn-out. Even sidestand position.

We added a second disc brake up front. And gave the adjustable front forks an air cross-over

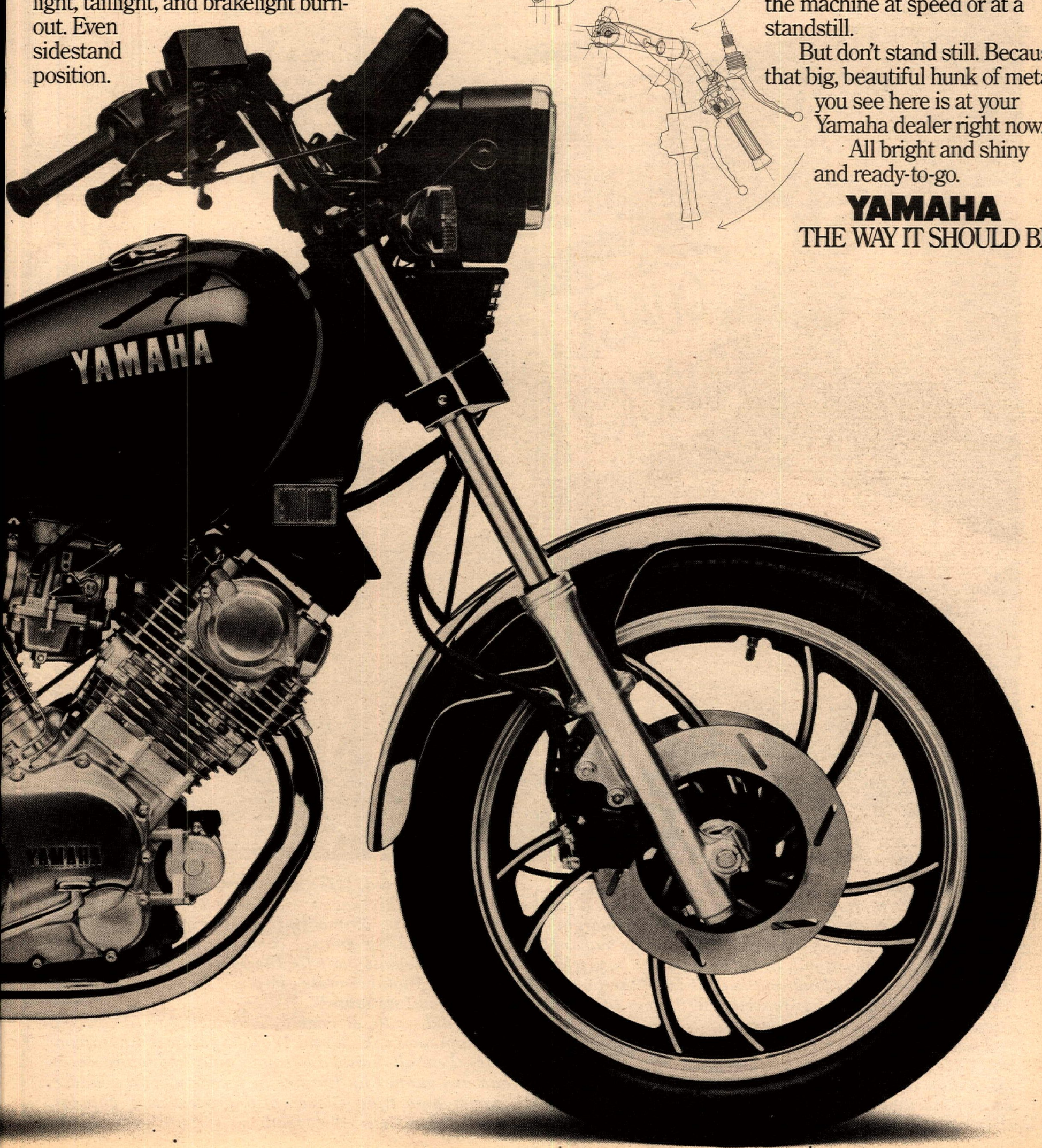
system so that both legs can be filled simply and evenly from one point.

The 920's monocoque frame allows the engine to sit low, so you sit low, in full command of the machine at speed or at a standstill.

But don't stand still. Because that big, beautiful hunk of metal you see here is at your Yamaha dealer right now.

All bright and shiny and ready-to-go.

YAMAHA
THE WAY IT SHOULD BE.



1981 Cycle News/ West Rider of the Year

Louis McKey, Phantom Duck of the Desert



Incroyable! For the fourth year in a row, Fontana, California's Louis McKey has won the Cycle News/ West Rider of the Year Contest, and again by a hefty margin!

The Phantom Duck of the Desert, the mighty mallard who conducts a never-ending battle against those who would lock up public land and keep it from the public forever, is obviously a figure well inscribed in the consciousness of Cycle News readers.

They admire him for the way he takes it to the opposition ("He's got more guts than any of us, and he's doing more than riding," said one). They feel strongly about his self-sacrifice ("He has done more for motorcycling than all of the others put together," wrote one reader,

while another said, "He's given so much of himself that others haven't").

Out of all the comments, two stand out. One reader, in concluding his praise, came up with the perfect customized license plate for the 50-year-old electrician: B2V4FR. Another wrote simply, "He's the Phantom Duck. Need I say more?"

1981 did see the strongest challenge yet to the Duck's RoY supremacy. U.S. and World Speedway Champion Bruce Penhall finished second, amassing more votes than any runner up finisher in recent memory. Eddie Lawson and Broc Glover also proved very popular among Cycle News/ West readers. ●

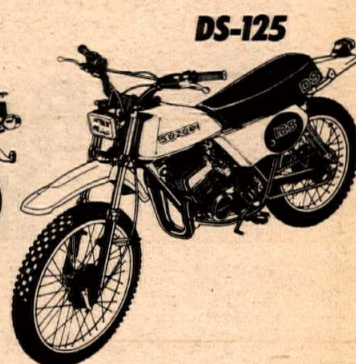
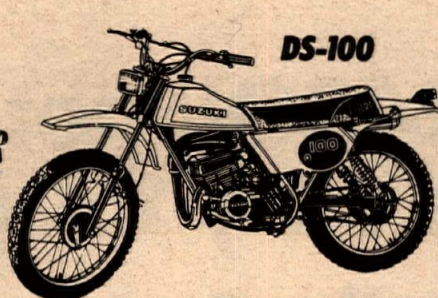
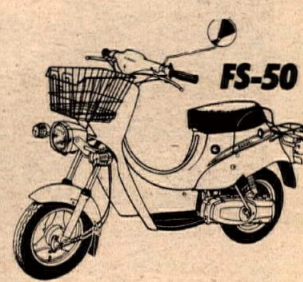
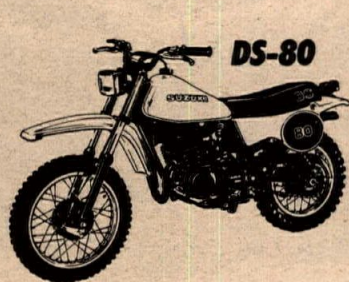
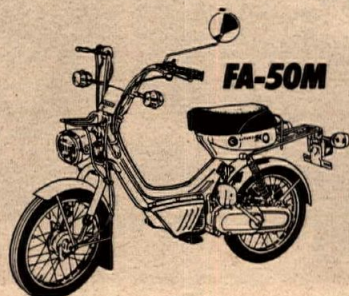
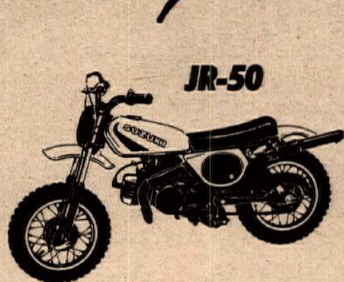
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BIG SAVINGS ON 10 TOUGH LITTLE SUZUKI PERFORMERS.

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Hurry in! The faster you see your Suzuki dealer, the better the selection. Don't miss out on this fabulous offer!

Offer good only through participating Suzuki dealers in the 48 contiguous United States.



DEC. 1 THRU JAN. 31

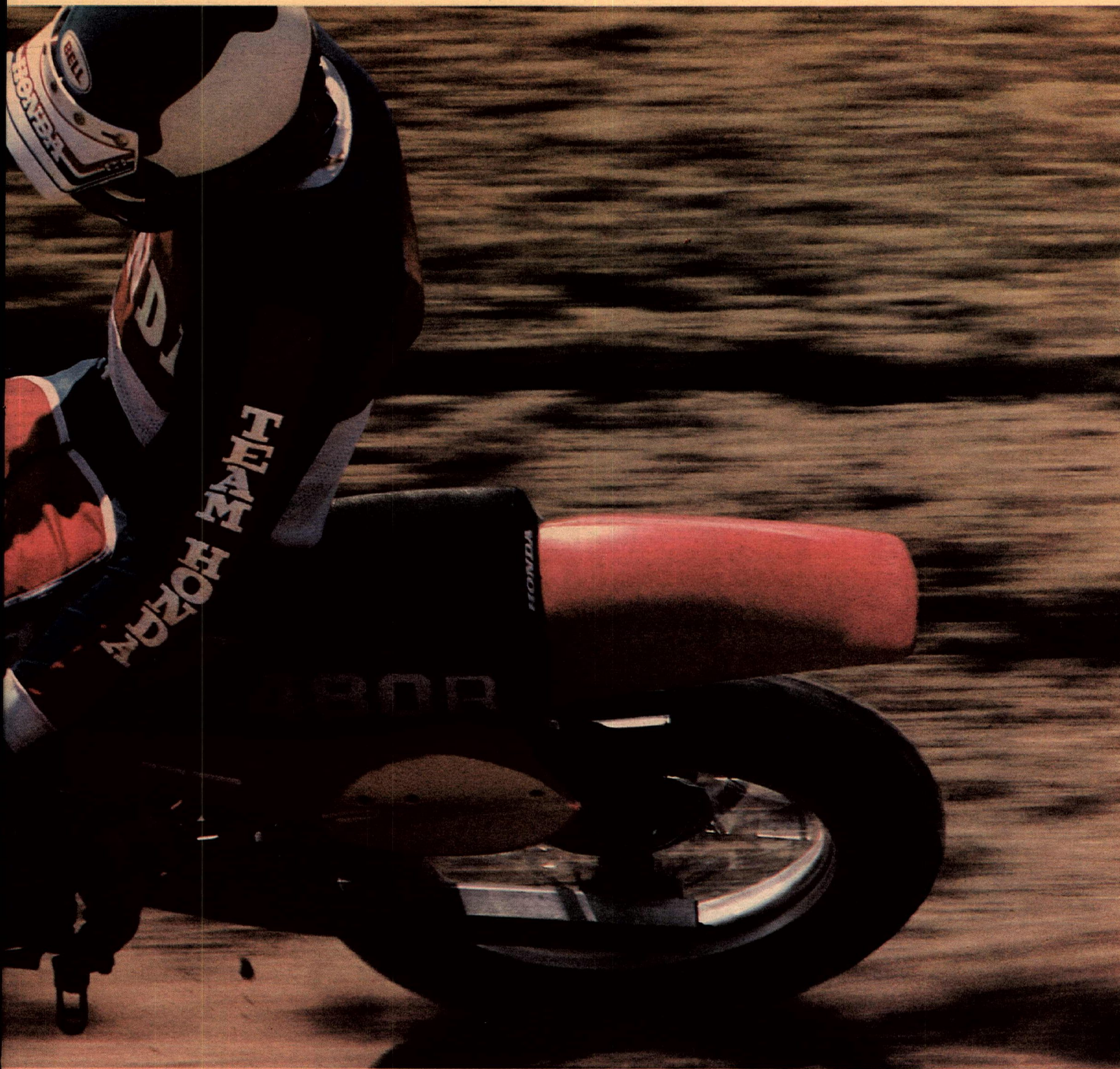


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And when Roger said, "It's hard to tell the difference between the works bike and the production bike," we knew they had.

The CR480R features a completely new works-type engine with unbelievable power and an incredibly wide powerband. Yet the bike weighs only 227 pounds.

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And with a new gearbox, a new massive extruded swing arm, new Pro-Link™ ratios and new adjustable damping front forks, it's going to be bad news for the competition.

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HONDA
FOLLOW THE LEADER



Hangin' out with Dale Singleton



By Tom Mueller

Traveling and working hard is where it's at for a successful racer, and for 1981 U.S. Road Racing Champion Dale Singleton there were no exceptions. It was a year of fruitless results in GP racing for "Pig Farmer," yet a year redeemed by Singleton's performance in the States and his subsequent championship.

Anyone who has crossed Singleton's path knows he is one heck of an active person, whether on the road or at home. Time to spare is something the two-time Daytona 200 winner doesn't have a bunch of, and trying to pin him down for a hangin' out feature was difficult.

The day finally came when Dale planned to be at home in Dalton, Georgia, working on his dream home which is now just about complete. He gave us the word to stop by so we hopped in the van and made the trip. Here's what went on in a day in the life of Dale Singleton. We hope you enjoy it as much as we did.

I had been to Dale's house before but couldn't quite remember the last few turns. There was an easy way to find out; I stopped at Dale's brother Toot's new restaurant, The Biscuit, to find my way. I talked with Dale's mother and a few minutes later

I was pulling into his yard.

Dale was working alongside other workers, measuring his driveway for the final preparation and grading that was needed as it was to be asphalted the next day. From the ground up, Dale and his father, C.E.,

have been the major force behind putting his house together, a project that has taken over two years. "Take these cabinets here," said Dale as we strolled through the kitchen. "I didn't know a thing about building cabinets, but I said I was going to so I did. That's the only way I could afford this house, Dad and I did it ourselves to save money."

The house is custom built and quite unique. It's a four bedroom model with an additional apartment included in the lower level which Dale plans to rent in the near future. Special items abound like a see-through mirror from the master bedroom into the living room, a fireplace in the master bedroom, and a master bathroom with twin sinks and a 10 person Jacuzzi. "This thing is better with the ladies than any Cadillac ever

was," said Dale as he affectionately patted the side of the Jacuzzi. "We had a pretty good party in it last night!"

Next to the master bath is Dale's office, novel in that four clocks line one wall, giving times in Tokyo, Dalton, London and Los Angeles. On another wall are two of his prized possessions, his checkered flags from Daytona 200 wins in '79 and '81. "I work outside all day and then sit up here in my office until 11 or 12 at night getting my program ready for next year. It's so great to be home. It's like a vacation being here. I can't wait to wake up in the morning and sweat all day, cutting wood and getting things fixed up."

"When I took a loan out to buy this property (six acres) when I was 18, I went into debt. I'll tell you what, when the alarm clock rings in the morning it'll make your feet hit the floor knowing you have a debt to pay."

It was lunch time and Dale grabbed the phone, ordering carry-out food for the workers. Rushed for time he forgot himself, but made sure everyone else was fed. Soon after lunch the workers dispersed and moved on to another job, leaving Dale a few minutes to talk. We went inside and he started to put together our lunch -- baked beans and bacon, lettuce and tomato sandwiches.

Just as we sat down to eat the phone rang again, but this call was worth answering. It was Barry Sheene's father, calling from England, and he had a buyer for one of Dale's race bikes. Most of Dale's race equipment from this year's European campaign was left at Sheene's house. That call sparked the need for a few more calls on Dale's part to round up all the extras that went with the bike that was to be sold. He finally accomplished what needed to be done by calling the Beaulieu carpet factory in Dalton, his sponsor. He gave a message to have them send a Telex to Brussels, Belgium, getting the correct parts to Sheene's house. That taken care of, Dale returned to a slightly cooler meal.

While eating we had a chance to talk about Dale's direction concerning his race program for '82. "I'm trying to get it together for next year to the best of my ability. I try to be a professional; other than working on my house all I do is PR. My bike (Yamaha TZ750) is on display now at the First National Bank here in Dalton. I'm planning to speak at some high school and junior college functions around here, doing some stuff on drug and alcohol abuse."

I pushed further into how Dale was chosen for such speeches and he elaborated. "You see, when I was young I'd be at home working on my bikes and didn't have time to get drunk and smoke grass with my friends. That's the biggest problem America has, young people looking for a thrill with nothing to do. I had some real problems worrying about losing my friends, because I had something to do with my time."

"In what I do you have to be extra nice to people, and some folks around here are jealous. They think I'm a world travelin' road racin' smart aleck jerk. They might be jealous, but some of them are still doing the same things they were doing in high school. I'm trying to make it. Heck, I'd like to be a millionaire, not just to be a rich bitch guy, but just to do it. Everybody's trying to make it nowadays."

Dale's fast-paced mind didn't thrive on that topic for long and we were soon back to talking about racing. One of his big pushes for '82 is getting the AMA to drop the restrictor rule for Formula One 750cc two-strokes, which he feels will bring back an advantage for privateers. (Continued to page 16)

TEN YEARS AGO

They called it a "Cycle Circus," and it featured jumpers like **Super Joe Einhorn**, **Bob Gill** and **Dave Aldana**. That's right, Aldana. He was subbing for injured jumper **Steve Droste**, and performed Droste's show of jumping seven cars and landing without a ramp. On Aldana's second jump, everything was going fine until the gas tank split a seam and the bike turned into an inferno. As usual, Aldana jumped off unscathed. Einhorn made a successful ramp-to-ramp jump of 14 cars.

Ron Schneiders wrote an article on the cost of racing. Among the costs involved, according to the article, were a racing motorcycle (\$550), leathers (\$60), boots (\$40), shin guards (\$16), silencer (\$10), AMA card (\$7), District card (\$3), entry fee (\$3), gloves (\$6), chest protector (\$13), elbow pads (\$10), shoulder pads (\$14), helmet (\$50), goggles (\$5) and CN stickie (free). The stickie is still free, by the way.

Dunlap was the site of the final round of the California State Trials Championship, and **Rich Bledsoe** won the event. However **Lane Leavitt's** runner-up finish was good enough to give him the title by a scant two points over Bledsoe.

The Sandblasters M.C. held a D-37 hare scrambles at Red Mountain, with **J.N. Roberts** taking the win on his 400 Husky. Open class riders **Rich Thorwaldson** (Suz) and **Mike Patrick** (Yam) placed 2-3, trailed by **Jeff Wright** on a 175 Puch.

Rick Hocking topped **Al Kenyon** in the Open Expert class of a rough scrambles at Hayward, CA.

In an ACA road race at Riverside, **Pat Evans** collected enough points to earn the number one plate in the organization. In all Evans took five class championships, more than 150 wins during the year, and \$6000 in Kawasaki bonus money.

Maico-mounted **Terry Wood** won the Open class title in the South Pacific Motocross Championship in Hawaii. **Stan Sonida** (CZ) won the 250cc class.

Southwest Motocross Park in Lockhart, TX, was the scene of a fiercely fought duel in the 125cc Expert class. In the end, California's **Gary Bailey** (Bul) took the overall win, but not without a stiff fight from Austin's **Steve Stackable** (Yam). San Antonio rider **Kent Howerton** (Yam) worked his way through the pack for third.

Evel Knievel ran a two-page ad proclaiming his upcoming Snake River Canyon jump. The distance was equal, Knievel said, "to 1,500 automobiles parked side by side, 750 automobiles parked end to end, or 1,000,441 automobiles piled in a big pile (no compacts)."

Remember When?



- LAGUNA SECA
- ROAD AMERICA
- RIVERSIDE
- SEATTLE
- LOUDON
- CONTINENTAL DIVIDE
- DAYTONA
- SHANNONVILLE

- RIDE OUR KAWASAKI GPZ 550's
- TIMED LAPS
- USE OUR LEATHERS, BOOTS, HELMETS
- SET YOUR OWN SPEED LIMIT
- CLASSROOM & ON TRACK TRAINING
- ADVANCED SCHOOLS
- INCREASE YOUR ABILITY
- NO CARS, CAMPER, OR COPS

1982 SCHEDULE

	Riverside	Laguna Seca	Daytona	Road America	Loudon	Shannonville Canada	Seattle Intl.	Continental Divide
JAN	—	—	—	—	—	—	—	—
FEB	19	—	—	—	—	—	—	—
MAR	12	—	8-9*	—	—	—	—	—
APR	9	—	—	—	—	—	—	—
MAY	7	9	—	24-25	—	—	—	—
JUN	7	11	—	—	21-22-23	26-27*	—	—
JUL	16	25	—	—	—	—	—	3-4-5
AUG	20	15*	—	—	—	—	27-28	—
SEP	27	18-19*	—	—	—	—	—	—
OCT	15	31	—	—	—	—	—	—
NOV	26	14	—	—	—	—	—	—
DEC	11	—	—	—	—	—	—	—

* Tentative

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"I've been talking to Mike DiPrete (AMA commissioner of professional racing). He's been sensitive and cooperative and it makes me feel like I'm making some headway. Privateers keep racing alive, and we need an alteration to get the privateer back in the hunt. Like at Pocono (Pennsylvania, where Singleton took the U.S. Road Racing Championship title) the factory Hondas (four-strokes) had so much horsepower on me it was unbelievable. When the restrictor rule was made in '78 it was fine, but now it's obsolete." Since we talked to Singleton, he has been invited to address the AMA rules committee on the subject of restrictors.

Dale hoped to have his sponsors and race schedule ready by December, but was still drumming up backing. "Beaulieu will be behind me again next year, and I'm still trying to decide if I'll ride Nationals or in Europe. I'm making inquiries and I'll do whatever is best financially.

"I am definitely not riding GPs next year. Without a works bike it's like knocking your head against a wall (Singleton rode a number of 500cc GPs last year and failed to come up with a single GP point). I've been on the phone trying to get a works bike, but I don't know. If I knew how to get one I'd have one, but European distributors favor their own riders; they give the bikes to their best countrymen. If you're not into politics you're not going to make it over there.

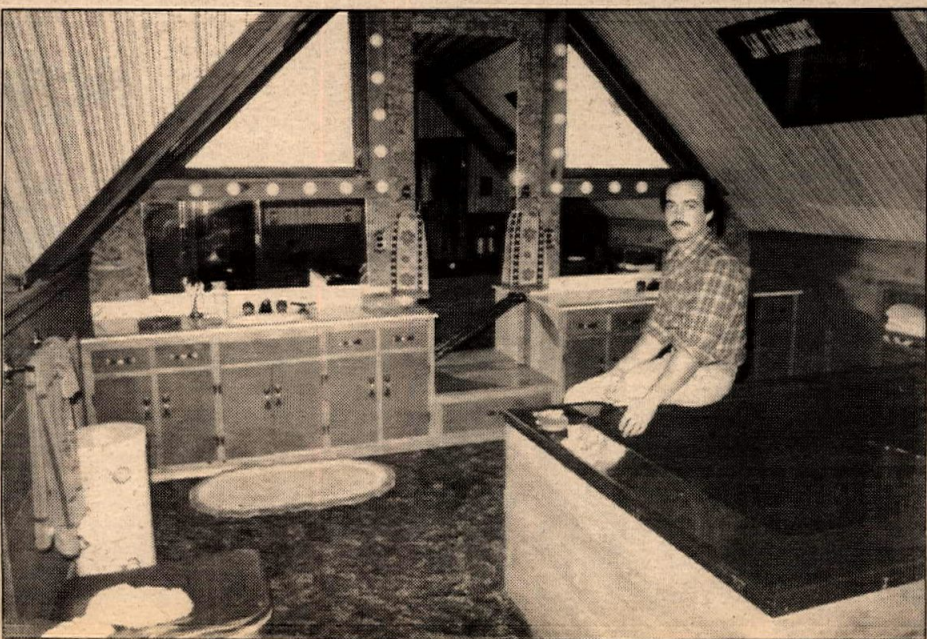
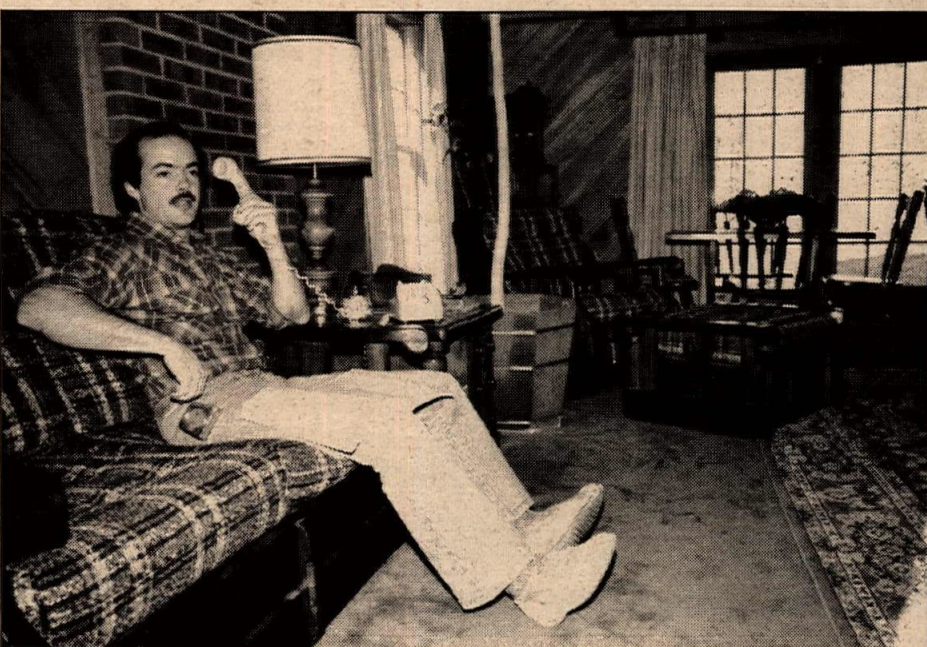
"I've met a number of promoters in Europe, and I'll probably ride a number of selected International races along with a National schedule. I've always ridden a two-stroke, but I know I could adapt to a four-stroke (Superbike). If I want to stay in racing I'll probably have to."

Along with Carl Bouckaert of Beaulieu of America, Singleton has had a few other sponsors who not only backed him financially but morally through his formative years. "Dad's been a gold mine to me. He does everything for me and won't take a penny." At that moment Dale's father was out front grading Dale's driveway, preparing it for the asphalt which was to be laid in the morning. Another backer was also instrumental in Dale's success. "Taylor White helped me as a personal favor back when I started and has been helping me for years. I don't know if he wants to get completely involved next year or not."

Dale had the misfortune of taking a high speed crash at the Silverstone circuit in England this season and suffered the loss of two toes on his left foot. He reflected: "This year I had a small portion of my body taken away and I started thinking 'Why am I doing this stuff?' Then a guy around here let a chainsaw get away and the same thing happened to him. I realized you just have to take life as it comes. Healing depends on your mental attitude—I'm going to get 100 percent of my Dale style back!"

As fast as we could clean off the counter, Dale and I hopped in the *Cycle News* van and headed over to Beaulieu to pick up some rugs which Dale had bought on a deal for some friends. We had a few minutes before they were loaded, and ran next door to a Family Dollar store where Dale bought some items he had seen on sale. Don't get the impression all National Champions are loose with their cash; Dale figured a few cents saved on toothpaste and shampoo was worth stopping for. As in all his dealings, bargain hunting and shrewd dickering on prices is the norm.

We got the carpets in the van and were on the way back to Dale's house, but not before he stopped at Beaulieu's offices to use the WATS line and make some calls, one to Jim France, vice president of Daytona Inter-



national Speedway.

Once back at Dale's place it was nearing dinnertime and I thought it best to head for home. Dale had other ideas and asked me to stick around, saying we'd go out and hit a few places and take it from there. It sounded good to me so I cleared it with the office and settled in for the evening.

As the sun set, Dale spent some time with his plants, spraying their leaves and talking to them as he worked. All the plants were then brought inside and were put in the master bathroom, which made the Jacuzzi area quite appealing.

Before long we got underway (but not before Dale cleared another batch of messages on his telephone recorder) and arrived at a local shopping mall. The next hour was spent cutting up with the girls in most every store in the place. The high point of that trip was when Dale literally "picked up" a girl in a toy store, saying he was going to carry her out and take her on the town! Between her blushing and her boss' intense stares we realized the strategy hadn't worked, but I told Dale it was a good effort nonetheless.

We grabbed a quick sandwich at Chick-Fil-A and sped off to two different lounges. Within a few minutes in the first nightspot it was easy to see Dale is quite a celebrity in Dalton, as everyone knows who he is and what he's been up to. It would be hard for most Daltonites not to know—Dale is regularly featured in Dalton's local newspaper and recently ran a full two page ad in conjunction with many local businesses after he won the U.S. title.

Dale removed his shoe and sock at the bar and let a few folks take a look at his now healed foot which was injured in England. He was light-hearted about the loss of two toes, and joked about it and some of the more squeamish onlookers hesitantly stared. I played foosball while Dale made rounds and said hi to everyone.

The next club was a spot to meet folks and we did just that, Dale introducing me to a number of people while he made some new acquaintances himself. Racing and motorcycles seemed to be the farthest things from our minds as we joked around. Time flew and the lights came on; last call was up and we decided to head back to Dale's place.

Lady, Dale's well-groomed German Shephard, was waiting for us at the door and Dale brought her inside for a late dinner. Mixing dry dog food and water to make a gravy, Dale then stuck the mixture into the microwave, as Lady likes her food warm. After Dale took care of his dog he took care of me, mixing up a hot solution to soak my foot in (I had crashed a dirt bike the week before and had a swollen foot). "Who'd know better about getting rid of aches and pains than me?" said Dale as I snuck my tender foot into the steaming hot water. "Sometimes when I get home from a race my whole body is one solid bruise."

We sat around for a bit longer and then it was time to turn in. If you ever wondered how a National Champion pavement scratcher caps off a busy day, you need wonder no longer. Dale grabbed a guitar near his bed and strummed it a few times. "When I go to bed at night I play my guitar and make up new songs about Elmer (Dale's mascot pig) until I fall asleep."

With that I decided to pack it in. I had to get up early to make it back to Tucker for work on time in the morning. My day in the life of Dale Singleton had come and gone. Dale promised to invite me back the next time he has a party, and I only hope I can make the journey. I couldn't think of many other ways to have such a good time.

Fast Facts

Keith Day
Flat Tracker

Name/nickname: Keith Wayne Day/
none.

Date/place of birth: August 19, 1960/
Salinas, CA.

Height/weight: 5'8"/145 lbs.

Occupation: Truck driver.

Current residence: Salinas, CA.

Girl friend or wife's name: None, right
now.

Daily transportation: El Camino.

Hobbies/relaxation: Snow skiing.

Favorite food/drink: French fries and
brownies/Dr. Pepper.

Favorite band/musician: NA.

First interest in bikes: 1968.

First bike: A Maverick.

Sizes/makes of current racing bikes:
KX250 Kawasaki short
tracker, XR750 Harley and
a TZ250 Yamaha.

First race/outcome: Short track in
in Salinas/third.

Most recent win or top placing: Mon-
terey Bay Short Track Hi-
Point Series Champion.

Sponsors: Salinas Kawasaki, Henn-
ingson Construction, ND
Spark Plugs, Simpson Hel-
mets and Castrol Oil.

Tuners: Dad and Bob Wirth.

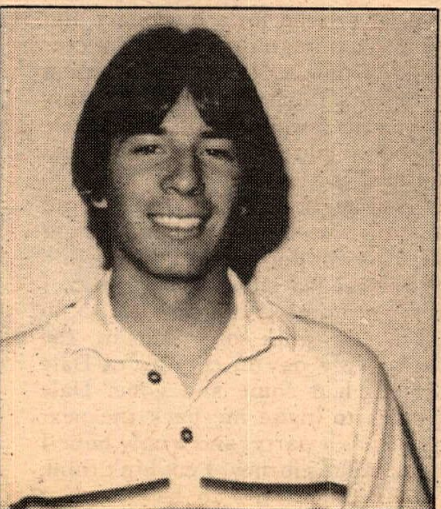
Biggest gripe about racing: Not enough
prize money.

Most respected rivals: All fast Pro
riders.

Reasons for racing: Fun and competi-
tion.

Future racing ambitions: To be National
Number One.

Additional info: Currently seeking
sponsors for Eastern Na-
tional tour.

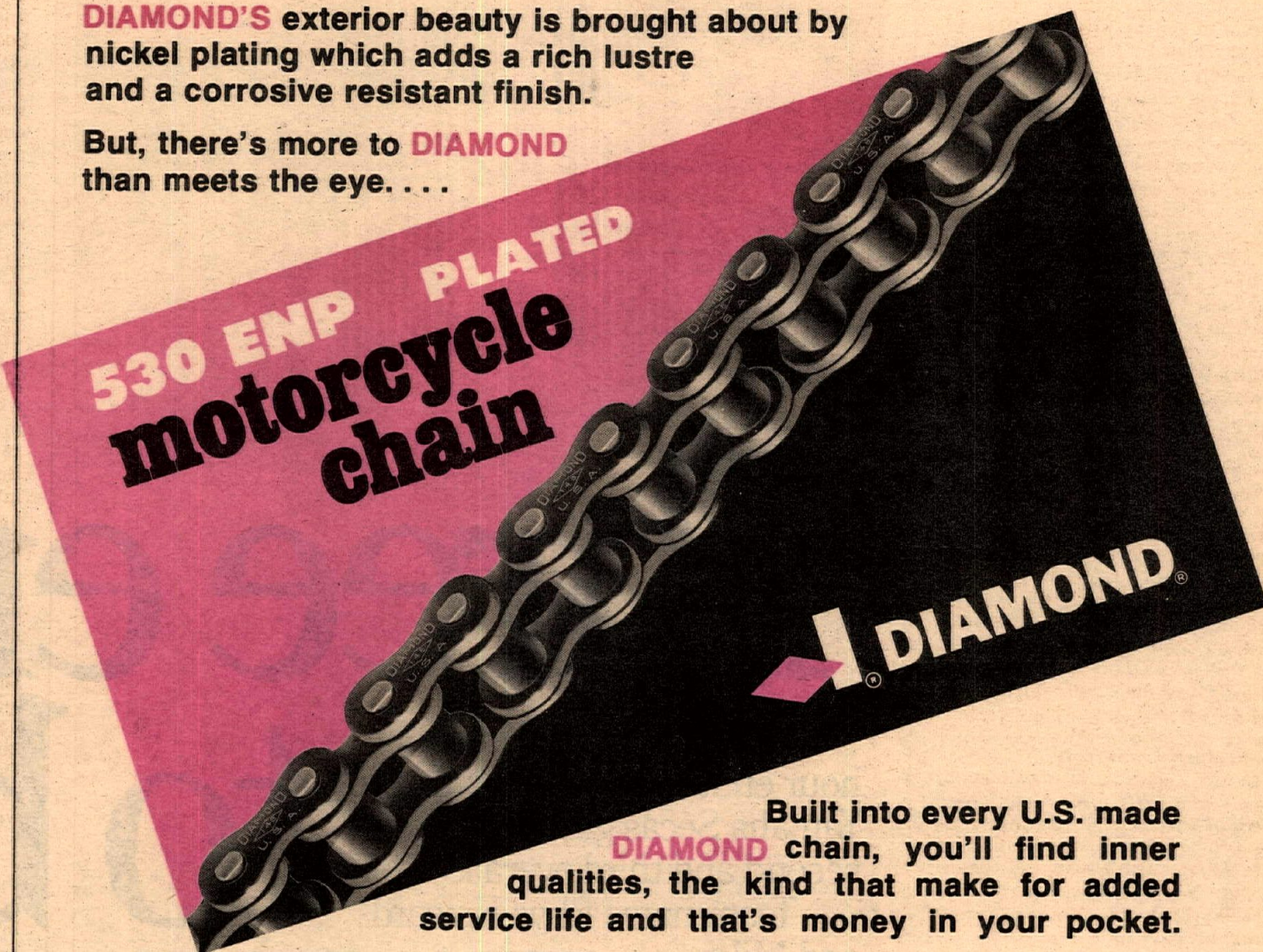


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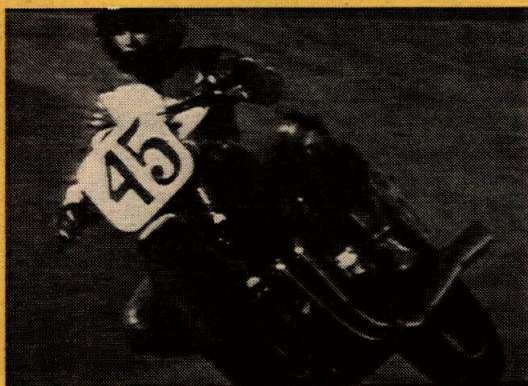
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Three enduro to buy a

At the AFM's recent four-hour enduro at Sears Point, the Yamaha Secas grabbed first, second and third overall.

Teammates Rhys Howard and Mike Kenyon blasted through 116 grueling laps on their Seca 550 to come in first. Just a lap behind were Joe and Wayne



Seca 550/First Place Overall



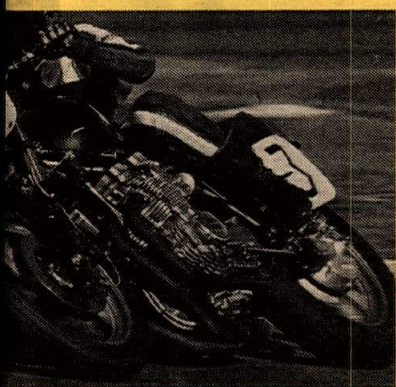
Seca 550/Second Place Overall

Montoya and Kurt Bickel on their own 550 to take second. And on a Seca 750, the Danny Coe/John Glover duo rode rings around some pretty tough

competition. Riding home with third overall, and first in their class.

Not too surprising when you add up the 25 years of racing heritage

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Overall/First 750*

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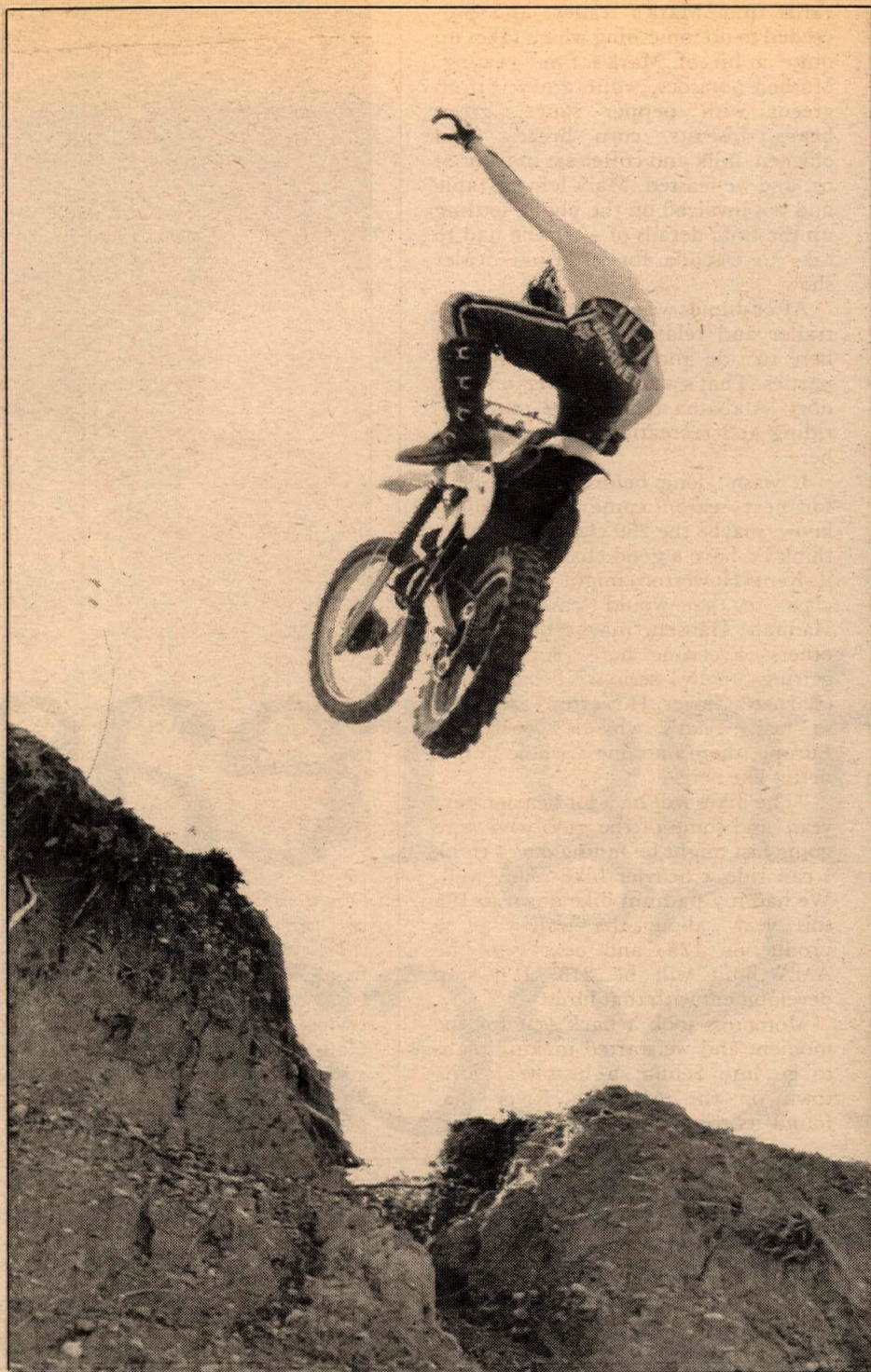
official 750 1/4-mile record last year, shaft drive and all.)

Now, all of the above might make you wonder if you shouldn't drop by your Yamaha dealer one of these days and check out the Secas for yourself. The winning 550 and 750. And our new, available-soon 400 and 650, which promise to be every bit as fast as their forebears.

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Hangin' out with Mark Barnett

By Tom Mueller

Mark Barnett's performance through the 1981 MX season will be hard to match by other riders in years to come. He devastated the 125cc Nationals, claiming 14 moto wins out of a possible 16. The frosting on the cake came in the form of the Super-cross title, where he was the dominating force through most of the schedule.

While most top ranked MXers live on the West Coast and do their training in that area, Barnett has opted for a quiet life in Alabama on his grandmother's 400 acre farm, removed from city-style hustle and bustle and most of its complications. We pulled out a map and took a look, and soon realized Barnett was less than 300 miles from the Cycle News East offices in Georgia. What was life down on the farm really like, this place Barnett rushes back to after every race? Hangin' out with him for a few days looked to give us those answers, so we set up the trip. Here's what we found and learned about in the three days we were there.

"When you get that far, stop at the Army Barn—it's a surplus store—and call me from there. I'll meet you up the road and show you the way," said Barnett over the pay phone I was calling from. I had already covered a couple of hundred miles and was deep in the heart of Alabama. Finding the Army Barn was no problem; I went in and asked to use the phone, a request the folks inside didn't seem to take kindly to until I told them who I was calling. "Oh, you want to call the Barnett boy? He lives just up yonder, go ahead and call," said the lady behind the counter.

I got "the Barnett boy" on the phone and we set up a rendezvous point. I only had to cover a few more miles and I'd be escorted to the farm.

Sure enough, as I rounded a curve I saw a Team Suzuki truck jamming across a field, then sliding onto the road in front of me, the dog in the back having a great time.

I thought my journey had ended, but I was wrong. Once off the paved road another 10 miles of dirt roads lay ahead before we reached the farm. The trip was pleasant as the sun filtered through the trees lining and draping across the shady lane. As we covered the last mile before the farm we crossed two wood plank bridges; I made a mental note to line up my van's wheels on the sturdy cross timbers the first time across.

It was Thursday afternoon and as far as Barnett was concerned there wasn't much time to spare. Mark's

dad, Benson, was down from Chicago (where Barnett's family resides) for the week to help Mark set up the mobile home he had had delivered the day before. We did a quick once over in the farmyard, saw Mark's workshop—a converted egg house—met his grandma, stowed my gear, and suited up to get in some riding before it got dark.

"I learned a long time ago that I can't afford to entertain everyone who comes over here," said Barnett. "I show them where to sleep and where they'll get fed, and then they're on their own. I used to show everyone around but then I didn't get anything done, I didn't get any riding in."

Mark had his Suzuki RM250 prepped and went out to warm up. His idea of getting started was taking a few runs at a double step jump next to the house, flying about 30 feet each time he hit it. "If you hold the gas on over the first jump you'll clear the whole thing." Anything you say Mark, I thought. With that we headed down the road towards the woods.

One of the first things I learned about Barnett, contrary to other MXers, is that lately most of his practicing is done in the woods. We hit some tight trails and Barnett was gone. All I had to go by were acceleration marks through the turns. A few miles later we cut back onto the road

and Barnett performed a few tricks, first gassing up sheer embankments along the side of the road and jumping off them, then pulling wheelies for a few hundred yards at a time. A new trick I hadn't seen went off when Mark locked the front brake and held the gas on, dragging the front wheel. When he dumped the brake it was wheelie time again. Whatever he did, it all looked so easy, something Barnett took into consideration.

"Lateley I've been paying more attention to who's riding with me. I finally realized most guys can't do what I do with a bike. A while back a guy broke his back riding with me. There was this wash-out about six feet across, and I just flew across it. The guy behind me didn't even know it was there and crashed hard. Now I watch out so that you'll know what's coming."

It was already late in the afternoon and we headed back to the farm. Priorities first, we got out of our gear and started to move Mark's stereo system into the mobile home. Music—loud music—is a big part of Mark's life, and it was seldom that tunes weren't blasting through the farmyard. We got everything hooked up and Mark put on some Van Halen (a top hard rock group) to start the evening.

We cleaned up and headed over to

grandma's house, which is about 20 yards from Mark's trailer, and proceeded to do something which takes up quite a bit of Mark's time—eating. Mashed potatoes, white gravy, turnip greens with pepper sauce, green beans, biscuits, corn bread, fried chicken, milk and coffee sat in front of us, and we feasted. Mark left the table and got involved on the phone settling up the final details of a trip he had to take to Canada for a Suzuki dealer show.

After dinner we went back to Mark's trailer and relaxed. "I moved down here to ride and stay away from the parties. That's what most everyone else does. Alabama is good for romance, riding and recreation, that's why I'm here."

It wasn't long before Mark's plans for next season came up. "I don't know, maybe the 250 class next year. I think I'd have a good chance of taking it. Kent (Howerton) might ride the 500 class, so that would leave me and Hannah, Hansen, maybe one or two others. Everyone here (America) is getting really serious because we (Barnett, Glover, Howerton) are going so fast. That's why it's easier in Europe, there's no one a whole bunch better like here."

"The bikes will be a lot heavier next year, and some of the guys who were going fast might be fading out. I think I can ride a heavier bike really well. We had my stadium bike down to 195 this year, about the weight of a production 125, and next year the AMA limit will be 213. It'll stop development with that limit."

Motocross took a back seat for the moment and we started making plans to go into Selma, a historical little town on the Alabama River that found its roots during the Civil War.



It's about 40 miles from Mark's house. Our first mission once into town was to pick up Mark's girlfriend Anita. "It (Mark dating Anita) was a problem at first. My dad thought I was going to get married right away. I worked really hard for three years to get where I am, and I just signed a three year contract with Suzuki. First she'll just have to see if she likes how I have to live."

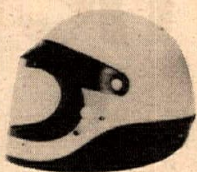
Mark asked me what I wanted to go to town in, as there were some options. He has three Toyota trucks, one he bought, one from Team Suzuki, and the most recent from *Motocross Action* magazine for winning their rider of the year contest. Along with that is a custom van and a Jeep. We decided on the Jeep for this trip.

A few miles down the road Mark turned off and pointed us towards a

steep upgrade on the side of a hill. "My new Toyota wouldn't make it, but this will!" and with that he gunned it. The butterflies in my stomach soon subsided when we crested the top, but returned when we turned around and went down the same way we came up. No problems; we took a few more runs just for fun and went into Selma. It was a quiet night in town, with a few people acknowledging Mark with a

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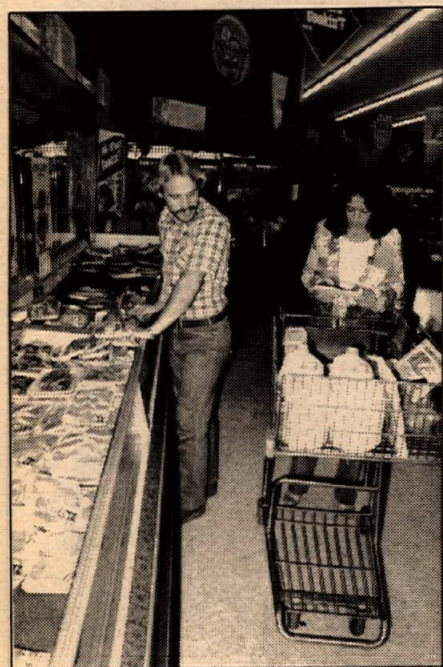


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beep of the horn and a wave. We rode around for a while and then headed back to the farm, taking a less traveled route. We went through the woods cross country on a two-tracker barely wide enough to accommodate the Jeep. It was slow going as we avoided pines and brushed aside branches, but we eventually came out on top of the pasture by the farm. "It's really dark in there. If you break down you either walk or stay there until someone comes. I just came through that way for fun."

Breakfast comes early on the farm, as I soon learned as Mark's dad yelled into the trailer at 6:30 Friday morning. A couple of cups of coffee and bacon and eggs got us going, and before long Mark was getting ready to ride. Anita's brother Rick stopped by and measured Mark's trailer for decks he is planning to build, and then all of us drove over to a pit and sheer ledge area for a photo session. I told Mark that while he's racing he's so smooth that I never have a chance to get any style shots, and he obliged: "I like

making pictures like this," Mark said as he prepared to jump up one of the 30-foot ledges. "You just gas it and hit the first lip, which carries you over the top." The results were impressive, we all had a good time.

Later that afternoon I suited up and headed back into the woods with Mark. Bill Cummins, an old race acquaintance of Mark's, stopped over at the farm while in the area and joined us for the ride. Mark took us to a rather difficult trail in tight woods, a track of sorts about a quarter mile around full of tight turns and rough whoops. "Before Houston and Daytona (Supercrosses) this is all I rode. It's not exactly a Supercross track, but it keeps you concentrating all the time just like in a Supercross."

Once back at the farm we talked about Mark's philosophy on training over a glass of iced tea. "You can only go so fast in the woods. I know I could ride the Two-Day stuff and smoke those guys. Once you start motocrossing you really start flying. I had a couple of MX courses but I got tired of them."

Mark pulled out a pack of photos of Howerton's track in Texas, where Mark spent some time riding. "I was thinking about moving to Texas to ride with Kent, but I don't know if that would be good. I got fast riding by myself, and if I started riding with Kent I'd probably only go fast enough to beat him."

We spent a few minutes talking about Kent's arm injury which he suffered in August when another rider landed on him while he was practicing. "I don't know if Kent will be the same when he comes back. He's got a couple of months to go with the cast he has on, then he has to get a bone graft and then another cast for another month or so. It's hard to lay out that long and come back strong."

Mark thought a run was in order so we got into our shorts and running shoes and headed up the road. Barnett and Bill soon left me behind and when I got to the two mile mark they were already returning. Mark left Bill behind soon after climbing a long uphill, and when Mark back-tracked to run a set of three sprints up and down the hill even his two dogs wouldn't run with him! "I feel guilty if I don't get those sprints in. On a good day I'll ride hard and then go for this run, and after it's done I feel really good."

Pork roast with barbecue sauce, potatoes, fried sweet corn and all the trimmings were waiting for us after we showered. Tonight was designated party night and we began making plans to go to The Warehouse, the hot night spot in Selma. We didn't get clear of the kitchen before Mark's grandma handed him a shopping list. "Remember, Mark, no groceries, no breakfast in the morning," she said as we headed for the van.

We picked up Anita and stopped at a small lounge to visit with a few of Mark's and Anita's friends before going to The Warehouse. The Warehouse was just that; a converted warehouse made into a night club. The music blared and we had a good time. Soon our table was full of friends and both Mark and I made our way to the dance floor before the night was over. Mark has lived in Alabama for over two years, and it was easy to realize he has been accepted by the local folks. Many people stopped by our table and wished Mark well in his racing.

Time flew by, it was past midnight, and we hadn't picked up the groceries. We piled into the van and found an all-night grocery store, filled the list, and headed for home. When we got there the night was far from over. We played Jimi Hendrix and The Doors tapes for a while before turning in. "I

do what I want to, but around January I start training hard and put everything else aside. You have to, you have to be 100 percent to win."

We were up and at it fairly early Saturday morning, and Mark's first project was to drop a new piston into a 250 so his cousin Ricky would have a bike to ride. Mark and Ricky have spent a good part of the last two years riding together. While Mark worked on the bike a group of riders stopped by who were in the area for an enduro which was to run the next day. By the time we got rolling we had a group of eight heading for the trails. Barnett showed the way and we put in some fun miles.

Back at the farm we came up with a problem. Mark's German Shepherd had the mange, and the cure was coating the dog with a mixture of motor oil and sulphur. We mixed up a gooey batch of the stuff and covered the dog with it, then went into dinner. It wasn't until after we ate that Mark found the dog in his van—he had left the side door open! No major problem, Mark pulled the cover off the bed and took it in to be washed.

Then Mark packed clothes for his trip to Canada as he had to leave in the morning. His aunt ironed his slacks and shirt while the rest of us sat around and drank coffee. I never felt up-tight at the farm; there's an open feeling of friendship that makes you part of the surroundings. We decided to make one more trip into Selma, but made a short and quiet night of it. Mark, Anita and I were tired from the long day and night before, so we headed to Lafayette's, a more reserved night spot than The Warehouse. We were joined by Anita's friend Georgeann, which made for fine company for me!

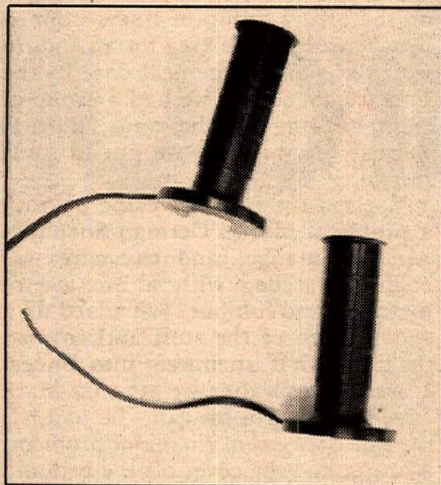
By midnight we were back at the farm and in bed, grabbing a good night's sleep. In the morning, time was short. I had to think about getting to the enduro on time, and Mark had to leave for the Birmingham airport (75 miles away) by eight to make his flight to Canada. If everything worked out right he was going to try and take in a Frank Zappa concert before coming home. We exchanged good-byes and Mark's grandma welcomed me back at another time. I knew she meant it and hope I can make it back.

Mark planned to rush back from Canada and get in a couple of days of hard riding before the San Diego (California) Supercross final. "If I push real hard before the race I might be prepared. After that race I have to go to Japan to test for 15 days, and then I get a month off. Only a month! It doesn't seem like much before I start racing again. But I'll just keep getting faster when I ride and race, so it's alright. I have three years to go. If I'm doing well then I might keep going, but if I'm not winning it'll be over, I'll kick back. I've bought an apartment complex in Chicago, now I have to spend money to save money. I'm one of the three highest paid MXers; there's only a few of us really making money. I'm looking ahead, but I don't really know what I'll do when it's all over."

With that we parted ways, and as I drove down the path and across the two plank bridges it was a bit easier to understand what makes a champion what he is. Other super achievers have found other routes to the top, but for Mark Barnett the formula was rather easy, but the work involved wasn't: Strip away the non-essentials, take it back to the basics. Invest your time wisely in getting to one's goal, then work, work, work. Barnett has become one of the top MXers in the world, and this farm in Alabama has led him to it.

With that thought I hit a paved road and picked up my speed. It was time to move on.

PRODUCT EVALUATION



Hot Grips

Frosty fingers are one facet of both dirt and street riding that cold weather riders have had to contend with, at least until now. Hot Grips are easy to install and will keep one's fingers toasty warm through the severest of conditions. Eight time National Enduro Champion Dick Bursen put Hot Grips to the test during some cold runs on the National circuit, where freezing temperatures stopped many riders in their tracks. Bursen said the grips made his winning rides much easier.

Hot Grips are put on a bike in the same manner as normal grips, with the exception of the hot leads and ground wires that let current flow through a copper core inside the grips. Jack Penton and Team True Sport run the hot leads into the headlight hot wire, which works fine and is also convenient. With the headlight off the grips are almost too hot to handle; with the light on enough juice is drained off to keep the grips just right.

The constant change of rpm's on a dirt bike varies the voltage enough so that an extra resistor isn't needed. To use the grips on a road bike, however, a resistor will reduce voltage to a usable level.

The grips themselves are adequate but in some cases will not suit personal preferences. Warm fingers and hands may mean more than the right feel when the weather's really bad.

One big plus for the dirt rider is that Hot Grips will dry out muddy gloves. Anyone experienced in dirt riding knows what a hassle wet and slippery gloves are—Hot Grips are a welcome cure for that problem.

Hot grips retail for \$26.95, complete with resistor switch. A waffle pattern is available on the dirt model, with a smoother street model pattern also available. Hot Grips were designed by Jim Hollander and are being distributed by Hi-Point Racing Products, 3709 West Erie Avenue, Lorain, OH 44053.

Tom Mueller

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Here's how the Model Year Discount Program works:

When Honda new year models are released, the latest published

suggested retail prices on prior model year Honda bikes are reduced 5% for each model year for on-road and dual-purpose bikes, 7% for each model year for off-road bikes. For example, during the 1982 model year, that means a 5% or 7% model year discount on 1981 models and a 10% or 14% model year discount for 1980 models, etc. If the new year's model of a bike is released after October 1st, or if there is no new year model of the bike, then October 1st becomes the effective date of the Model Year Discounts.

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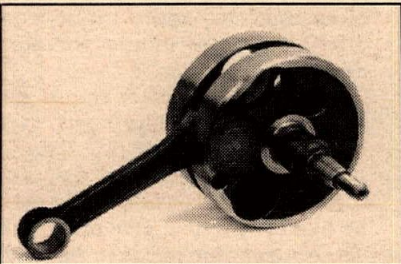


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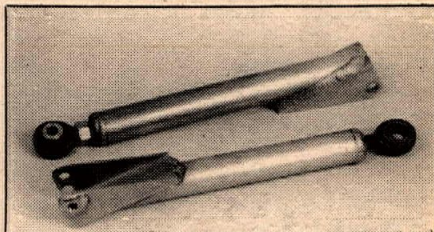
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Mechanics on the National MX circuit

By Tom Mueller

Another season of National MX events has drawn to a close. Riders are looking forward to claiming their National numbers for next year and taking a month off before warming-up for '82.

While riders are taking a break, another group of travelers will also be greatly enjoying a few weeks off. This second division of travelers have made as many races as the riders, have been part of the success in winning, have shared the depression of failure, and have extended extra effort when needed. They're the mechanics, those who receive a small amount of recognition for a big and meticulous job.

Just how much do you know—or think you know—about mechanics at the Nationals? If a vision pops into your head of a high paid guy scooting around the country partying and working on bikes once in a while, you've only got part of the picture. There are good times involved, but at other moments it's not as pleasant. When a day involves a 12 hour drive and bike preparation until the early morning hours in order to make a race schedule, times tend to become tense.

Grab a map of the U.S., grab *Cycle News* Calendar section from early in the year, and trace the National circuit from week to week. A few hours on the road, to say the least. Many miles of listening to the same tapes they've heard a hundred times before and don't really care to hear again. Many motel rooms, missed dinners and sleepless nights go by each season, all a very real part of a mechanic's life, yet many times forgotten or not known by the public.

Enough of what we can tell you about mechanics. We gave some of the tuners a chance to express their feelings on what really goes on in the life of a National MX mechanic. Of course, we only had time and room to print a representative sample of the group. Many other faces and personalities make up the caravan which treks from race to race.

Check out the faces that follow and what these tuners have to say. If you make a race next year and see any of them, give a wave and a cheer. Without them, MX racing as we know and enjoy it, would be hard to come by.

Greg Arnette

Arnette, 30, resides in Mission Viejo, California, and will marry girlfriend Lois in a few weeks. He recently stepped into the role of working with production bikes under Honda's National MX support program.

Arnette was a National surfer and when someone turned him on to dirt bikes in 1969 he became hooked. "It was just like surfing," said Arnette. "Once I took my ride I knew I was going for a factory ride."

Suzuki helped Arnette out with parts

and he became a 125 and 250cc amateur rider in Florida, where he lived at the time. Then a serious surfing accident cost Arnette a kidney and MX racing was out. "I was just ready to go pro and my doctor told me my kidney couldn't hold up anymore. It was stop racing or live a short one."



Arnette got into wrenching and was aided by already prominent tuners Keith McCarty and Brian Lunniss. Then Mark Blackwell, at that time manager for Team Suzuki, gave Arnette a job offer to work with Kent Howerton. This year Arnette went to Honda, where he tuned for Johnny O'Mara. "They made me an offer I couldn't refuse."

Arnette's gripes are few, but concerned people who steal in the pits ("I don't carry a shotgun for ducks!") and AMA scheduling of races which take mechanics from one coast to the other. He also felt AMA rules change too often and that more input from MX oriented people should go into AMA decisions and rules.

To Arnette, a mechanic is someone who does more than turn wrenches. "Part of it is building rider confidence. I used to pull Kent off the track and show him different lines in practice. If he liked them he'd give me the thumbs up. A mechanic needs to work with the rider, not for him."

"The public thinks all mechanics went to school, and that's wrong. Many were ex-racers, and many ex-racers know a lot about the sport, know how to get an edge. You can never stop learning. A bunch of guys won't take criticism or advice and wham! The next guy has it over on them."

Arnette has been nicknamed "Chickenman" on the circuit, due to a

stunt he performed during an ABC *Wide World of Sports* telecast. "I was dressed up in this chicken suit and had to free fall from a three story tower into a pool during a World High Diving Championship."

Chris Haines

Haines, 30, tuned for Danny LaPorte and resides with wife Barbara in Mission Viejo, California. His interests include running and riding his CR450 below the border in Mexico when time allows.

Haines got into racing in 1967 and became a pro speedway rider for a few years before starting to wrench for Jim Fishback and now World Champion Bruce Penhall. He then turned to MX and landed a job with Suzuki, wrenching for Tony DiStefano and Brian Myerscough. Off-road car racing was also involved, as Haines drove class 2 cars in the Baja 500 and Baja 1000.

His motivation to tune is self-satisfaction and money, and he has no complaints about tuning, since it's his job. The only rivals Haines battles are race tracks and weather.

His biggest accomplishment to date was having LaPorte finish as top rider and first American in the Trophée and Motocross des Nations events in Europe. "On the other side of the world all the conditions are different," said Haines. "I had to learn to deal with problems accurately and fast. I try to keep my job simple. I've had one DNF in three years. You can make your rider fail, there's no results if the bike doesn't finish. If you have good communications with your rider, the bike can be better than it was when it came from the factory."



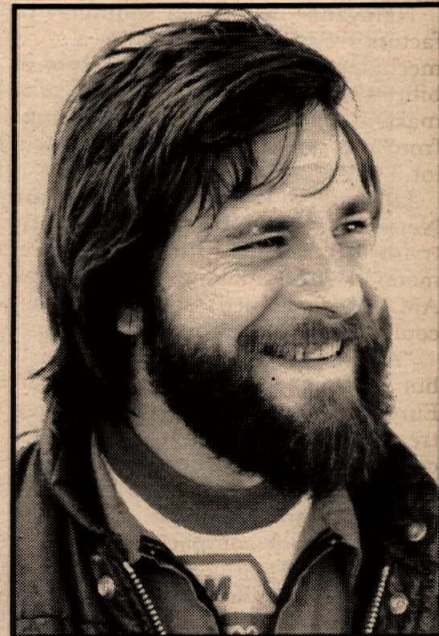
Haines hopes to tune in World Championship GPs in the future, and tries to keep an open mind when it comes to the public. "I'm always open to suggestions and learning things. If a ten-year-old kid walks up to me in the pits and asks me why a certain part of the bike is like it is, I'll think his question over. So many people always ask about being a mechanic. They don't realize what's involved. They think you ride around, go to the race, rinse the

bike off and go chase around. It's not like that. Pay is your recognition, the bike is your tool, and you need self-motivation to do your job. If your rider isn't doing well it's hard for you to do well. I average 70 to 80 hours a week on the job."

Charlie Benson

Benson, 27, lives in Southwick, Massachusetts, when not on the National circuit or in Europe tuning for Mike Guerra. "Too many broken bones" put Benson off the New England Sports Committee circuit, and he started tuning for Guerra out of a local shop in 1976.

Benson related AMA and FIM events. "The AMA has a few extra rules that are a bit crazy, but otherwise the AMA isn't bad, I don't have any gripes. In Europe everything revolves around a team effort. A lot more testing is involved because the tracks over there are harder and much different."



To *Cycle News* readers Benson said, "They don't realize how much work we do, it's much more than they think. Some mechanics are parts changers, but I have to make pipes and grind cylinders. Just yesterday I was up until midnight making a pipe, and we only used it two minutes—it didn't work. I've got a bunch of cylinders at home that I've sat and ground away on."

Benson feels his arrangement with Husky is satisfactory. "The money could be a little bit better, but I don't have any real complaints. They let me do my own thing."

As far as his race program, goes, Benson wants more than the acknowledgement on his part alone. "Sure I'd like more people to know who I am, but I'd like even more people to know who my rider is."

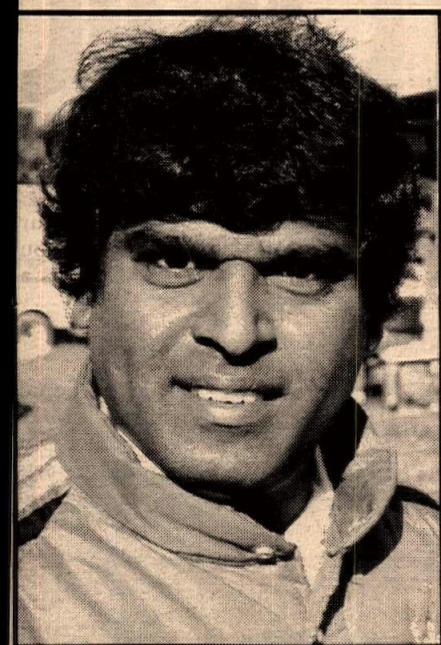
Selvaraj Narayana

Narayana, 34, resides in Windsor, Virginia, with wife Paula. He does most of the wrenching and modifications on Team Maico machinery.

While growing up and receiving an education in India, "Sel" got into small displacement road racing in

1968. His interest in racing grew and when he moved to West Germany in 1970 he hooked up with Maico. Through '70, '71 and '72 Narayana raveled the World MX GP circuit as a tuner.

A few years later Narayana transferred to America and became Maico's National Service and Technical Manager. He has been involved in fielding Maico's National MX team each year and then trying to keep it on the road successfully.



"There is more work than I can sometimes handle. Multiple jobs are involved," said Narayana. "Sometimes sacrifice is involved because we have a much smaller budget than the Japanese teams."

Narayana believes a number of factors are involved in making a good mechanic. "A good attitude, responsibility and hard work is the only way to make it. From what I expect in results from my riders I must also put in a lot."

Japanese motorcycles are Narayana's rivals, as he is constantly trying to keep up with the advancements they are making. As far as the AMA is concerned, some treatment could be a bit more equally divided.

"As an individual I am treated fairly but as a manufacturer rep I am not. European (affiliated) people are not treated as well as the Japanese companies; that is the truth. At the European GPs more acknowledgement is given to European bikes, so why are the European companies let down here?"

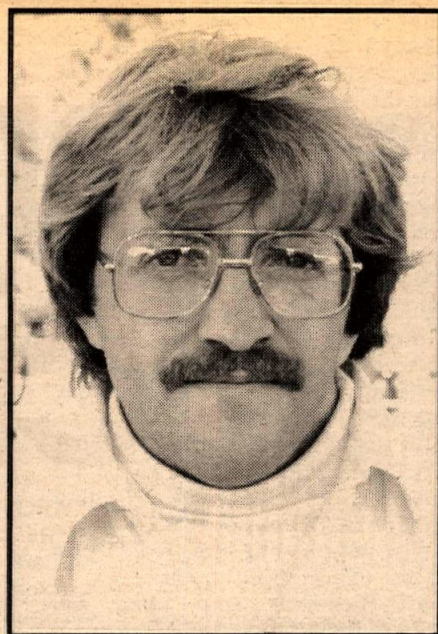
Selvaraj has a degree in Automotive Engineering and says he couldn't find a better way to spend his life outside of motorcycling. He has enjoyed cycles since he was a young boy.

Keith McCarty

McCarty, 28, tunes for Bob Hannah and resides in Orange, California, with wife Vicky and daughter Christina. In his spare time he enjoys flying remote controlled model airplanes, snow skiing and water skiing.

McCarty's motivation to get into tuning motorcycles was money. His schooling was in automotive work, but Keith found it too dirty and felt he didn't receive enough pay for his effort. McCarty thought the travel and acquaintances he'd make on the National MX circuit was the answer, so he took a job at Suzuki in the parts warehouse to get inside the industry. In 1974 he was finally given a chance and began tuning for Mike Runyard, and in '75 went to Tony DiStefano, the year Tony D won his first 250cc National Championship. In '77 McCarty moved to Yamaha and was teamed with Hannah.

When the AMA came into the conversation McCarty had some com-



plaints. "They're not really fair. It's not political, but too personal. If someone has a good idea and takes it to the AMA, the AMA person will usually push the idea off, blaming promoters or insurance policies. No one stands up for their own decisions. I fought for a long time in what I believed in, but all it did was made me aggravated and I guess I made an ass out of myself."

"One of my biggest gripes is Unadilla. We used to be (mechanics signaling area) in a dangerous 60 mile-per-hour straight, it's lucky no one got killed. This year (Trans-USA) we were in a hole, you had to guess if it was your rider coming around. It seems the AMA wants to hide the mechanics, and that's wrong."

McCarty knows his job has a big bearing on his rider, but doesn't put all the responsibility on his own shoulders. "The percentage always changes. The rider is the biggest part, and the mechanic has to help the rider understand things. If the rider doesn't want to ride, no one will change him. If he does want to ride, the bike will make or break him. Look at Barnett, he blasted everyone and now he's wondering why he can't take overall (at Unadilla and Rio Bravo Trans-USA rounds). When the bike breaks you have riders worrying about problems outside their jobs."

Jon Rosenstiel

Rosenstiel, 39, is the quiet yet effective tuner for Broc Glover. He resides with wife Carol in Westminster, California, and is step-father to Wayne Reid and National MXer Warren Reid.

Rosenstiel got into racing through Honda. He raced in Illinois in '72, and when the Elsinore was introduced in '73, Jon went to work as Honda's first R&D person and race team wrench for the bike. He was working with



Marty Smith when Smith clinched his first 125cc National title in 1974.

Rosenstiel's nickname is "The Mad Professor," which may have something to do with his hobbies of astronomy, electronics and mechanical things or his list of most respected people: Albert Einstein, Charles Darwin, the Wright Brothers, Robert Goddard and others.

Rosenstiel, like others, wishes the AMA would make the schedule less hectic, as it is difficult to stay enthused when so many miles of driving are involved. Jon also feels strongly about weight rules made by the AMA.

"The factories spend big dollars to get their factory bikes at just the right weight and then the weight limit changes. It makes it hard to keep up."

For Rosenstiel, doing a good job is all that matters. "I'm treated fairly by the AMA. I just go about my business and ignore most everything else. If you think about some problems you just get worked up anyway. All mechanics are different, but for me being a mechanic is my job. Some may need extra recognition, but not me."

Bevo Forte

Forte, 32, is known as "The Czar of Motocross" and resides in Santa Ana, California, with MXer Scott Gillman and family on their ranch. He started racing with John Savitski in New England Sports Committee rounds, but soon after hung up his leathers. "I picked up a few contusions and abrasions and left the toys to the boys," said Forte. In 1974 Forte went to work as tuner for Savitski and the pair headed to Florida to contest the Florida Winter-AMA Series.

When Savitski semi-retired from pro MXing this season Bevo went on the job market and came up tuning for Donnie Cantaloupi. "As far as I'm concerned Yamaha is the best company to work for. The mechanics have a free hand with the motorcycles, and if you have an idea you can use it."



Bevo's humorous antics on the circuit have been known for years, and he is pleased with the recognition he has received so far. "I guess I got more than most. You can't wait for it, you have to get it yourself. I've never had a National Championship, but I meet people and talk to them."

Forte realizes the mechanic plays a big part in a rider's career but tries to keep it in perspective. "It's a fifty-fifty deal, but when a rider doesn't finish it's all the mechanic's fault. We're just the roadies, the rider is the rock and roll star."

Bevo ended our conversation with one point he wanted all *Cycle News* readers to know: "Everyone should remember I am single and do date at the races."

Dave Osterman

Osterman, 24, tuned for Mike Bell and resides in Reseda, California. His interests include riding MX bikes and snow skiing.

Osterman got into racing in 1967 and was an aspiring MXer. He realized he wasn't quite fast enough to turn pro, so he turned to wrenching. He went to work for Al Baker for two years, learned about pipe and frame mods, and also met Jim Felt (now tuner for Johnny O'Mara) who helped him get a job with Yamaha.

Osterman tunes because it's the next best thing to riding, the money is good, and the people involved are interesting. He has no rivals, and his complaints center around the amount of time needed to correctly prepare a bike and get to the next race on time.



"The AMA says they can't do anything about the schedule, but it's because they let the promoters walk on them. They have to realize the promoters need the AMA as badly as the AMA needs the promoters."

"Ask a privateer how many days a week he can train when he has to drive himself. He has to have a bucks-up father to make it. Some of the AMA guys should ride with a mechanic for a week and see what it's really like. Bill West (Rick Burgett's tuner and Osterman's traveling partner) has literally saved my life about three times. I'd be so tired trying to make the next race I'd be 50 yards off the road headed for a bridge and Bill would scream at me on the CB to wake me up."

Osterman's word to the public is: "You have to be the rider's mother, father, sister, nurse and best friend. You're on full time with no time to yourself. You race from January to November, take a month off and start over. When I sleep I dream of Mike's bike."

Osterman's biggest accomplishment to date is having Mike win the Supercross in Amsterdam, Holland, in September.

Pat Alexander

Alexander, 27, tuned for Marty Smith and resides in Chino Hills, California. He raced MX from 1970-72, then ventured into boat racing. After a few years Alexander went back to tuning bikes and received a firm background when he worked at DG Performance for two years under Harry Klem.

Alexander's gripes concerning the National circuit entailed three points. "First, the rules aren't just for MX. Too many of the rules are the same for all other forms of cycle racing. Also, I wish there was more rider participation and enthusiasm for the Trophee and MX des Nations. Finally, we have to drive just too many miles. I'd like to see the promoters get to-

(Continued to page 74)

Dick Burleson

Eight is enough

By Gary Van Voorhis

Dick Burleson had a right to be nervous as he waited for his number to come up at the start of the final round of the AMA National Championship Enduro Series on November 8

near Tulsa, Oklahoma. What he had begun in 1974 was now culminating with Burleson's hopes of an eighth consecutive record breaking title on the line. Some titles came "easy," some, Burleson admits, he has had to work a bit for.

And this year's title chase? It began like most of the rest -- Burleson won the opening National and was cruising along. Only he had to keep looking over his shoulder because Husqvarna teammate Mike Melton was making a run at him while Terry Cunningham, the third member of Team Husky's enduro/Two-Day Qualifier team, wasn't even in the ballpark after the first five rounds. Then something happened and Cunningham literally caught fire, posting four wins and two second place finishes in the next six rounds. Burleson had not one, but two adversaries gunning for him. Cunningham was ready to nail Burleson's hide to the wall and Melton, even though plagued with a bit of bad luck at the worst possible time, wasn't about to let Burleson off the hook either.

Because the championship is decided on a rider's 10 best rides in the 12 event series, there were a number of combinations of finishes among the three in the final event which could cost Burleson the title. He could even lose on a tie to Cunningham or Melton because both had more National wins than he did.

The bottom, the only line for Burleson, was to finish at least second overall. That way no matter what anyone else did, the title was his. Cunningham took his fifth win, but Burleson was second despite "rookie" mistakes along the way which cost him points and which he chalked up to being "just a bit nervous."

The final points show Burleson winning the title by a scant two points -- 252 to 250 -- over Cunningham, with Melton third at 228. No one else was even close to the leading trio.

"I guess you could say I'm glad it's over," said Burleson of the season. "The pressure started at the beginning of the series. I found myself more conscious than I have ever been before of focusing on winning the championship. I would say that in the past seven years I was leaning much more toward just winning Nationals. If I did that and did it well then the championship just kind of came along. The end result this year was I was more consistent and played it safe so I could go the whole season without a major goof-up of some sort. I wasn't trying to win races as hard as I was the championship. I didn't plan on getting a lot (six) of second place finishes and I really would have liked to have won more than two Nationals, but that's the way things fell into place.

"I knew we were working up to a battle at the end of the season because my throwaways -- the two rides you don't count -- were a seventh and a fourth while Terry and Mike had some

bad finishes to get rid of. Looking at the total points was deceiving because I really wasn't in a strong position going into the final round although it looked like it. I was actually at a disadvantage strategy-wise."

Burleson has long been known as a foul weather rider. He likes the rain, mud and slop. It was raining when he awoke in Oklahoma and Burleson says he smiled when he realized the fact. "I like to ride in rotten weather because I know I can do good in it. Terry is also a bad weather rider where Mike is more of a dry, hard-packed ground rider -- the storm worked against him. I think the weather helped me. If it had been dry there would have been that many more chances for somebody to play spoiler and bump me to third (overall). That's all it would have taken and I would have been in deep trouble."

Talk about the recent ISDE in Italy to Burleson and you won't find much enthusiasm. He didn't enjoy it one bit. "The event was nothing but a motocross. I'm a trail rider and the

event didn't suit me one bit. Consequently, I got blown away -- badly -- although I did enjoy riding the one-two-five and did get a gold medal. The intent was to ride a bit cautious and do as well as I could without taking too much risk. I rode with the championship on my mind."

There is a certain satisfaction to be gained from doing something and doing it very well. Burleson's accomplishment is hard to downplay in light of his domination for eight seasons.

"I don't know if I've really grasped what winning the title eight straight times really means. I have people asking me if I understand just how big a feat it is and I really don't know what to say. I don't look at it that way. I did the best I could for as long as I could and that's that. I'm not really an ego-trip type person, but, yes, I do feel a real sense of accomplishment."

Until Burleson came along Bill Baird was the king of the hill with his seven consecutive (1962-68) National titles. Burleson had met Baird a few times and had talked to him, mostly during AMA competition congress meetings. He had also ridden events that Baird and the club he belongs to, the Rock River Riders in Illinois, had put on. "I guess you could say we're casual friends. I believe Baird respects me as a person and a racer and I believe he felt if anyone was going to break his record then I was basically a good choice. I don't think he'll resent me for breaking his record although he probably would rather have seen it not broken.

"I'd have to say I don't really see anybody winning the title nine straight years although, as they say, records are made to be broken. The machinery and riders are just too much more sophisticated now than during Baird's reign, although that may have been exactly the same line of thinking when

he won his seventh. I don't know."

Probably the biggest question on the minds of Burleson's friends, fans and other competitors is whether King Richard will try for nine. Burleson was a bit reluctant to come out and say that he wouldn't hit the National circuit next year -- but he did. "I won't be contesting the series. One of the reasons I kept riding was because I wanted to be sure when I stopped chasing the title that other Husqvarna riders would be right in there. I think we're at that crossroads right now. Terry and Mike are so good that when I'm out we'll still be winning. That's a pretty good reason to bow out.

"I'll be spending more time being involved in research and development on what we sell here in the U.S. Without the pressure of having to contest the championship I can have more time to experiment when I race. I will also be involved much more closely with the home office in Sweden on basically R&D matters -- if you're racing full time you just can't do that. I should also have time to do a little fun racing in some areas where I just haven't had the time to race before. I'm not quitting, I'm just changing directions.

"I haven't made up my mind yet as to whether I'll do the ISDE Qualifiers. I'm leaning in that direction because the event will be in Czechoslovakia and, having been there in 1977, I know just what type of event it will be. The Czechs will throw trail, trail and more trail at the riders. I could really get pumped about that."

Will Burleson miss not hitting the National circuit next year gunning for another title? "I'll probably miss it. However, chances are if I did try for a ninth title I wouldn't win anyway. Things are tough out there. Those youngsters have no respect for their elders, no respect at all."



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15

GARTH BROW

San Jose Mile
September 20

1

RANDY GOSS

Ascot ½ Mile
September 26

44

ALEX JORGENSEN

Sacramento Mile
April 11

42

STEVE MOREHEAD

Harrington ½ Mile
June 6

95

SCOTT PEARSON

Peoria TT
August 9

18

TERRY POOVEY

Florida Dirt
Tracking Series
March 7
Indy Mile
August 30

14

HANK SCOTT

Indy Mile
June 13
Knoxville ½ Mile
June 28
Indy Mile
August 29

9

JAY SPRINGSTEEN

Syracuse Mile
September 13

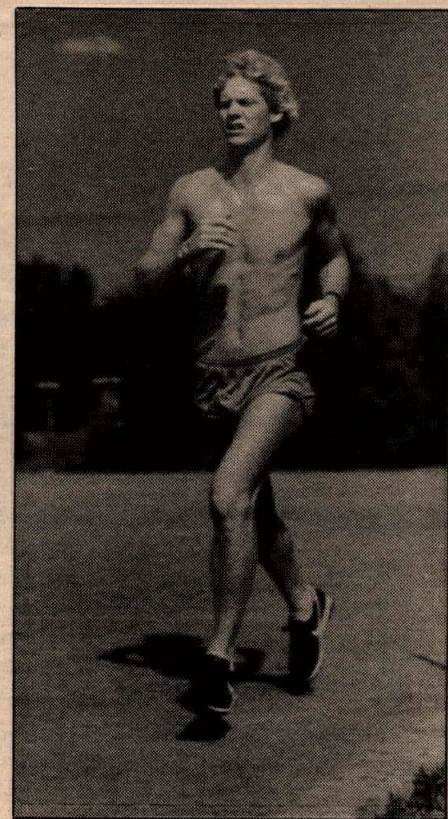


ENERGIZE

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(Clockwise from above left) Broc Glover launched himself to the top of the National charts twice in '81. He compares notes with "Jon R" during a test session. Glover pushes himself through a half-mile interval to stay in shape. At 3B Lightning, he plays the businessman, though he has fun on three-wheelers.



Catching up with Broc Glover - Good luck!

By Mark Kariya

Guys who race Supercross and MX Nationals for a living have it easy, by comparison. Face it; there are maybe a hundred riders chasing five chances at number one in the country (125,

250, 500cc Nationals, Supercross and Trans-USA). In contrast, there must be 10 times that many at least who want to get together "for just five minutes, honest" with the champions. Lots of folks love a winner.

Broc Glover is a winner. Starting in 1977, he won three straight 125cc National motocross titles and was runner-up last year, the first time he hadn't

been able to wear a crown.

"It was kind of a disappointment (finishing second in the 125cc Nationals, second in the Trans-USA and fifth in the Supercross series in '80) because I won four or five Supercross races," he recalled recently. That wasn't all bad, though. "That was kind of a 'birth' in its own. I showed some people that I knew how to ride something besides 125s. That was good for me from a rider's standpoint,

because it did open some people's eyes and got the attention that I needed at the time. It turned out really good for me, actually."

Indeed it did. In 1981, Glover concentrated on the bigger bikes and took not one, but two titles — 500cc National and Trans-USA — back to his El Cajon, CA home.

Trying to catch Glover with a free moment away from the track can be as frustrating — perhaps more so — than waiting for him to make a mistake on the track. There is *always* something to be done.

However, it's not the sort of 150 mile per hour hyperactivity you might expect from an MXer who raced 125s for a living not so long ago. Instead, Glover comes across as the young professional who, despite enjoying a good time as much as anyone, is keenly aware of his

responsibilities and what it will take to maintain close contact with success.

To that end, physical conditioning is high on his list of priorities, as with any professional athlete. Unlike some health fanatics, Glover has no special diet. Conversely, neither is he a junk food addict. He does admit a penchant for Mexican food, however.

Running and bicycling constitute the bulk of Glover's training program, and he derives pleasure from a good workout. Road racing — foot type, not motorcycle — has become a challenge of late, and he dutifully puts in the mileage, the interval work and the stretching necessary to meet his goal of breaking 40 minutes in one of the many 10,000 meter races that abound in the San Diego area.

It isn't an obsession with him, though. Glover is just as likely to take a



(Clockwise from top left) Glover, on the left, attempts to block a shot from Rick Johnson in a game of HiBall. First thing in the morning is for catching up with the news. There's no factory box van and mechanic to go out and practice locally; just throw a bike into the back of the truck and head for the hills.

morning to go water skiing with Jim Gibson, surfing with Scott Burnworth or getting in a good 18 holes of golf. When we visited Glover, Rick Johnson, also of El Cajon and a Yamaha Pro Support rider, introduced him to a killer game called "HiBall." The object is to throw a ball through a hole in the opponent's "court" which can only be accomplished by bouncing—constantly—on the trampoline floor. It sounds simple, but it is *work*. (Glover quickly got the hang of it and managed to beat Johnson a couple times. Like most champions, he hates to lose at anything.)

It's easy to believe that Glover would have been a professional athlete of one sort or another if he hadn't become a factory motocrosser. "I was really into baseball (at Valhalla High School); I think that's where I would've went. Football was good, too, but nowadays you either have to be eight foot four and 325 pounds or something *and* be able to run the 100-yard dash in nine something."

As for riding practice, Glover generally goes out two or three times a week. He has a couple of practice tracks set up in the hills a few miles from home, and the usual routine is to load a bike into the back of his imposing Chevy four-wheel-drive truck, go

to the track and ride until the tank runs dry. When it's necessary to test, he'll often drive north to meet his mechanic, Jon Rosenstiel, at Saddleback Park, trying the new ideas, different combinations and minor modifications that might produce a better race bike.

Whenever possible, though, Glover likes to spend as much time as possible at home, or at least close by. Right now, home is a comfortable two-bedroom condominium he shares with his girl friend of several years, Joni Toom, and his dog, Turbo.

Across the room from his complete stereo system, one which would be the envy of any audiophile, is a little hide-away that serves as Glover's telephone booth. As does any successful businessman, Glover spends quite a bit of time on the phone, a fact he somewhat reluctantly accepts.

A few trophies sit in one corner of the living room, and a few 8 x 10s of him racing grace other spots. There is nothing that screams to a visitor that a professional racer lives here.

He won't be living there too much longer, he hopes. "Right now, I'm building a house that's gonna be nice — four bedrooms, 4400 square feet, a four-car garage (1200 square feet) so I can put all my three-wheelers in it."

Situated on a hill overlooking a golf course on one side and the city of El Cajon on the other, Glover's future home is also about 200 yards away from one of his practice tracks. Currently, plans are to have the house finished in the summer of '82.

One thing that Glover has already gotten off the ground and rolling is a business on the side — 3B Lightning. The shop, started with partners Bill Talley and Bob Williams, cater to the performance-oriented three-wheeler enthusiast with monoshock frames and special engine modifications their specialty. Though he isn't there on a day-to-day basis, Glover does stay actively involved.

Why three-wheelers? "It gets to the point where you go out and race every weekend for a job. There's so much tension, so much pressure involved." Thus, the need for diversion.

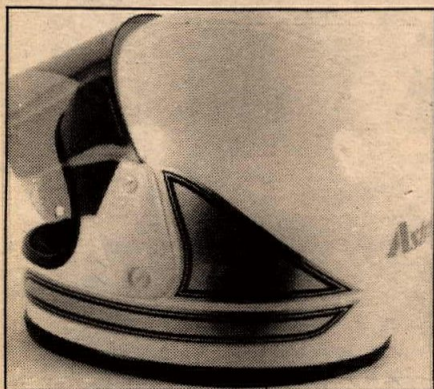
When Glover goes out to the desert, usually to the sand dunes at Glamis, he likes to go out with some friends in his motorhome, towing a large trailer which almost doubles as a machine shop besides serving as a three-wheeler transporter. Other "toys" in his stable include a ski boat, a Yamaha 550 Seca and a new Pontiac Turbo Trans-Am, the reward for his latest national title — the Trans-USA series.

Between the training, practicing, testing, playing and checking on 3B, it would be easy to think that all of that burned up a day fairly completely, but others bide for his time, too. While we visited him, a local radio station was trying to arrange a meeting, a race promoter called about travel changes, and Glover let it slip that he was supposed to play in a special celebrity volleyball match and also judge a beauty contest in the near future.

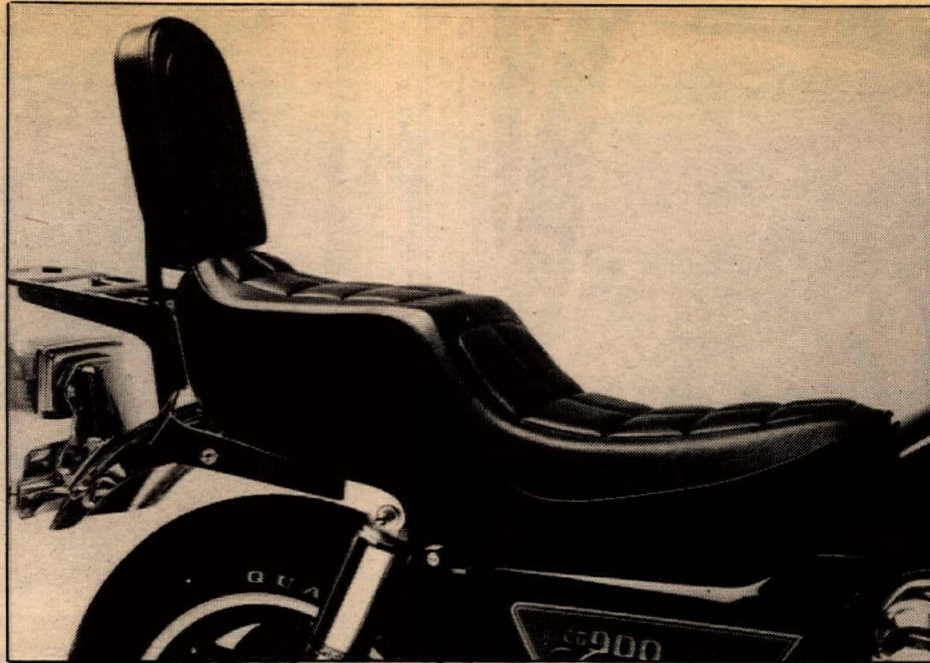
The reason for the last two, besides some fun: Glover feels that it can only be beneficial to the sport if the general public becomes more aware of and familiar with the top names and faces in motocross. "I think Yamaha and all the major teams need to exploit their riders more... get 'em out to be more spokesmen for the company, and link the factory with the general public," he ventured.

When tagging along with Glover through a "normal" day, though, you've got to wonder where he'll fit any more things in his already full schedule. When we spoke to him, he was in constant though not hurried motion as he went from room to room and closet to suitcase, packing for a three-week racing trip to Australia where others would find it as difficult to catch up with him as we did.

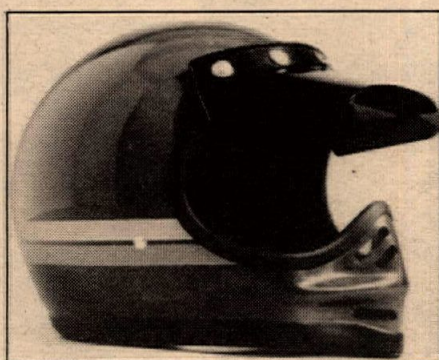
NEW PRODUCTS



The latest addition to the Arai Helmet line is the Astro which features Arai's one-hand operated faceshield that ratchets through three positions from fully opened to securely closed. The distinctive graphics are added for style and safety. The helmet is available in black/gold or white/gold color combinations. The suggested list price for the Astro is \$150. Two shields, one clear and one smoke, are included. For more information on the Astro and the complete Arai line send \$1 to Arai Helmet Ltd., Dept. CN, P.O. Box 421, Tenaflly, NJ 07670.



Customize the big Honda Customs with Hondaline's new custom, deep-stepped seat and integrated sissy bar—the perfect touch of cruising class for Honda's CB900C, CB750C, CB650C and CX500C. The deep-stepped seat, sissy bar and luggage rack are all engineered for easy, bolt-on mounting. All may be purchased and installed together, or the sissy bar and luggage rack may be added at a later time. See your Honda dealer.



Head on down to your Suzuki dealer and see their new Off-Road Series Helmets. The open and full face models are custom designed to color match the Suzuki dirt digger of your choice. The full face model features a functional chin guard with six air vents for better cooling, and dust filtering. There is a helmet visor added. The helmets come in sizes small through extra large.

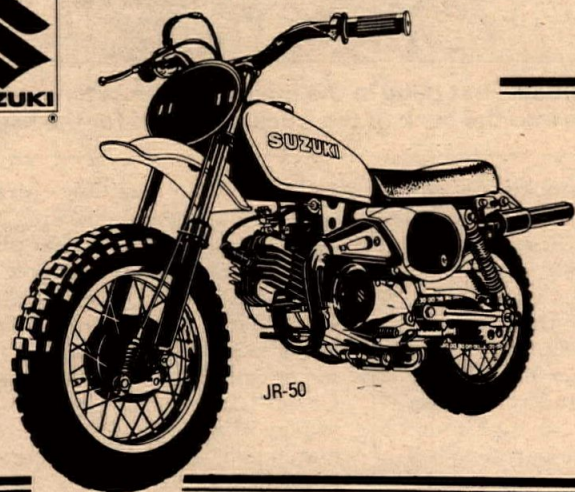


Check out the new Yamaha Supercross Jersey and Pants. First, the jersey -- it's constructed of durable 50/50 poly/cotton interlock for maximum strength and comfort. It also features a special Yamaha Track Graphic design sewn into the shoulder and sides. In addition, there's a special long tail that won't pull out of pants, even when riding hard. The Supercross Pants are constructed of tough 460 denier nylon and feature special abrasion-resistant barrier cloth in the seat, knees and inside leg sections. For maximum riding comfort they also feature special Track Graphic spandex™ inserts located on the outside seam of each leg, an adjustable waist, and they're lined with tricot. The Supercross Pants also come with a special knit footlet to keep them down in the boots. Both the Supercross Jersey and Supercross Pants are available in a variety of sizes, at your local Yamaha dealer.

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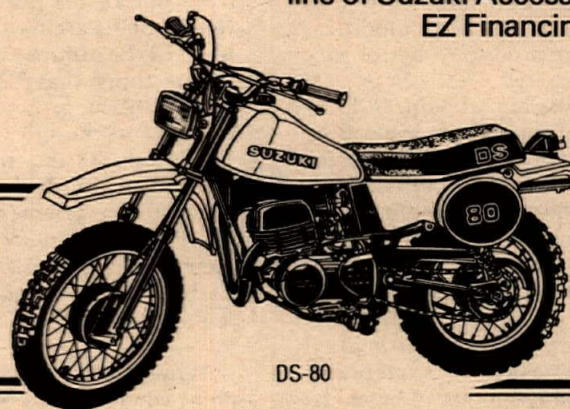


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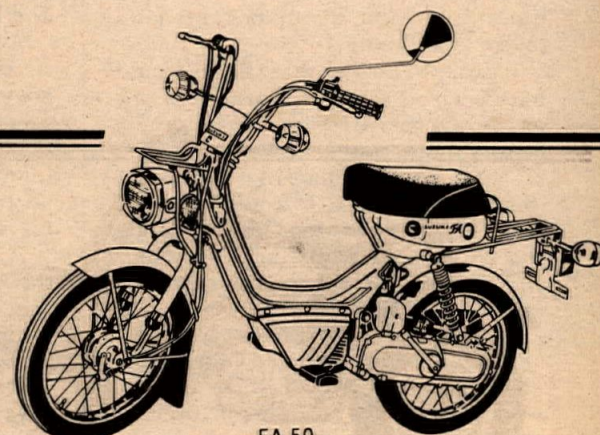
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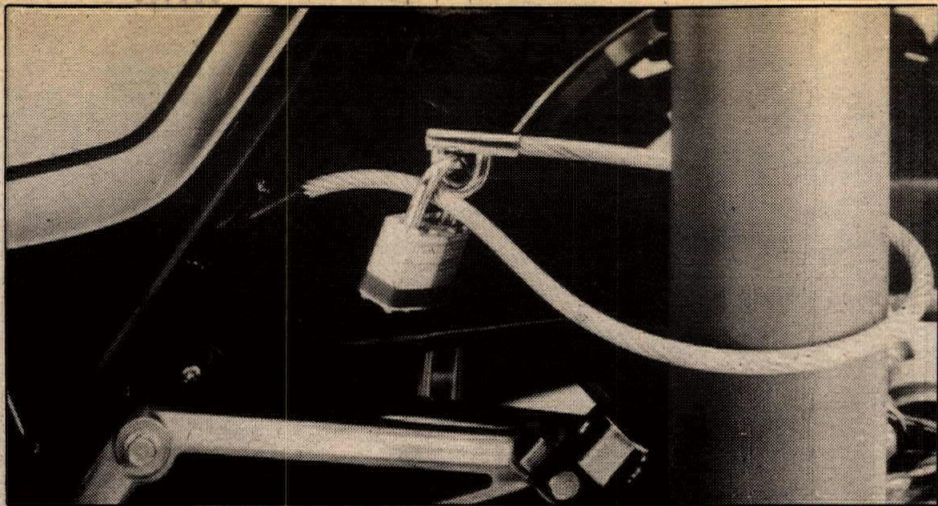
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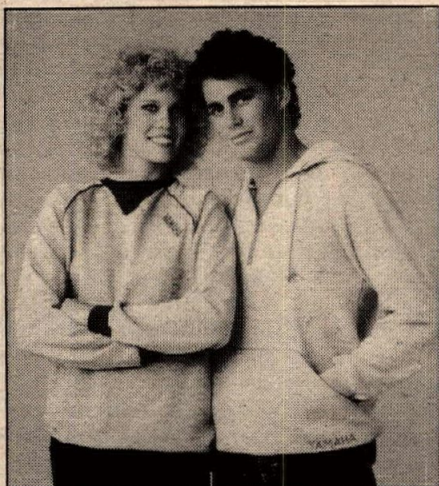
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Worried about losing your Kawasaki to some slimey thief? Here's a way to make a thief think twice before picking on your mount. The Frame Cable Lock for Kawasaki by Freedom Industries features tough aircraft cable that is carried within the frame for storage. Simply pull out to use and then push back in for storage. The cable is part of your bike. The item is easily installed and retails for approximately \$30. It is available for the KZ1000J/K/M, 1100A/B, KZ550A/C/H, KZ650H, KZ750E/H/M/R. See your Kawasaki dealer for more details.



You can look stylish and be casual in these Yamaha sweatshirts. First, there's the Hooded Sweatshirt. The basic gray design is accented with red piping, drawstrings and accent stitching. It comes complete with a six inch zipper down the front and a hand warmer pouch embroidered with Yamaha. The Classic Sweatshirt is also gray, but it features navy blue wristbands, waistband and crew neck in addition to blue contrasting piping and embroidered Yamaha logo on the shoulder. Both sweatshirts are constructed of soft, comfortable polyester cotton so they look great wash after wash. Available in a variety of sizes at your local Yamaha dealer.



For the casual or serious touring rider, Harley-Davidson offers a trio of functional travel bags designed exclusively for motorcyclists. Constructed of tough, heavy-duty vinyl, each of the three sizes of bags features six strategically placed D-rings for easy attachment to a motorcycle or for stacking multiple bags. Each bag has a separate zippered compartment on both ends for ready access to often-used items plus a large main compartment zipper with a weather flap to help keep the rain out. In addition to the pair of snap-together main handles, there are convenient carrying straps on each end as well. The small bag retails for \$37.95 with the medium bag at \$47.95 and the large bag \$57.95. See your Harley dealer.



Paw prints are hitting the pavement as Fox introduces their line of Fox SuperStreet riding gear. Heading the assault are SuperStreet Jackets in colors red/silver or blue/silver with sturdy water repellant nylon fabric, reflective safety stripes, air-tight cuffs, neck and waist bands and an adjustable inside belt. Fox SuperStreet Jackets retail for \$74, while the matching SuperStreet Pants are priced at \$69. The complete new line of Fox SuperStreet products are available from your local Fox dealer or you can order direct from Moto-X Fox, Dept. CN, 520 McGlinchy Lane, Campbell, CA 95008.

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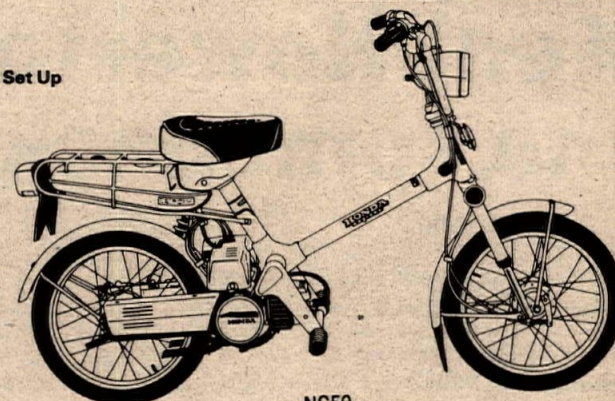
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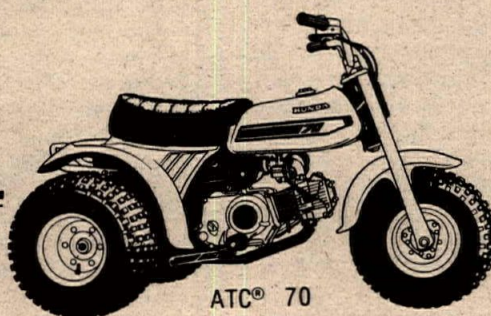
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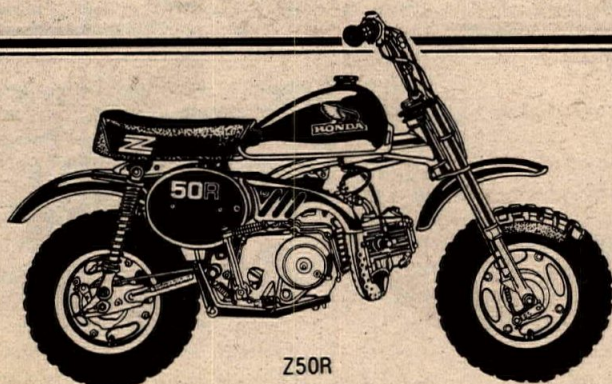


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Kent Howerton: On the comeback trail

By Tom Mueller

1981 was a year that gave Kent Howerton some glory, then victory, and finally despair. Howerton went to war with Bob Hannah on the 250cc National MX circuit and took six of a possible eight rounds overall, clinching the 250cc title for the second straight year. He was also running strong in the Supercross Series point standings and looked to be a top contender to repeat as the Trans-USA Champion.

But on August 23, Howerton's season ended. He was out practicing on his personal track, and when he stopped to help a fallen rider he was hit by yet another rider who crested a jump and landed on him. The result was a crushed and broken left hand and wrist.

Injuries—at least the kind that keep you out of races—were foreign to Kent, and for the first time in his racing career he had to sit on the sidelines. Watching other riders take the titles home was at first hard for him to comprehend, but he took a quick grasp on the situation and began to train as best he could.

Four months have gone by since Kent incurred his injury, and he's about to get back on a motorcycle and make his comeback ride. Here's what a champion had to say about the past season, his time off, and what's in store in the future.

Kent, would you give us an update on your hand?

Well, it feels pretty good. I'm wearing a tiny little hand cast made of fiberglass. I can do anything. I've been chopping trees, picking up big rocks, working on my tracks. It hasn't bothered me much anymore. I find out Monday (December 14), when I get some X-rays, how I'm doing. If it's not healing that would be really weird. From the last time they X-rayed it (two months ago) there's been a 90 percent improvement.

Jill (Kent's wife) told me you might have a knee operation. What happened?

I jammed my (left) knee in 1971 or '72. All they are going to do is scrape some of the rough stuff off the back of my kneecap. All they make is one small hole about a half inch long. I'll walk in and walk out the next day. It irritates me when I do exercises or run six or seven miles, so I'm just going to get it done while I have a few weeks off and then I'll have a perfectly normal knee. **Do you believe in the 250cc curse?**



Howerton's main nemesis in '81 was Bob Hannah (100), but Kent won a lot.



Gary Jones, Tony DiStefano and Hannah were all injured after locking up 250cc titles.

Oh, I don't know. The 250 champions hang onto their titles longer than the 500 champions. There's been a new 500 champion almost every year.

How about next year? Do you think you'll try the 500s?

I think I'll ride 500s, even if I'm ready for the 250s. Most everyone is going to be riding the 500s next year — Donnie Hansen, Broc Glover, Mike Bell, Chuck Sun—I forgot some of the others. It's a very dull deal. You ride 250s in stadiums, then you ride the 250 Nationals, then in the Trans-USA you ride 250s there. In '79 at least we got to ride 500s in the Trans-USA. There's a whole invigorating attitude involved with riding a brand new bike of a different size. I told them (Suzuki) at the Superbowl (in Los Angeles on July 11) that I'd like to ride 500s. I was tired of riding 250s, especially with all that garbage that happened with Hannah. It wasn't any fun. I like to have fun when I ride.

Do you think Hannah will stay with the 250s?

I would if I were him. If no one moves into the class he might even be able to win it.

What sort of effects has the lay-off had on your life? Have you enjoyed the time off?

I've enjoyed myself. Mostly I've been working on my farm and ranch, working on my tracks, getting them ready for when I start practicing, lengthening them, putting new stuff

in. I've got a totally new layout. This time I've got a bunch of really high hills and steep banks; it's even more serious than Unadilla (New York USGP course). We're right on the San Antonio and Medina Rivers and there are 100 foot banks there. I've got my track up and down the hills and through the canyons.

Have you thought of retiring?

No way! This makes me want to ride even more. I like riding too much. On the average I ride two to three hours four times a week, not counting Sundays. All I can think about is riding. It's been almost five months. It seems like a long time since I got hurt, but it doesn't seem like a long time since I rode last because I feel the same as when I quit. My attitude is better than ever, it's refreshed.

Some of the riders have said you won't come back as strong as you were, that you just can't lay out as long as you have and come back competitively. What's your reaction to that?

A lot of people, you know how they are, they think, 'Well, he got hurt, so that's that.' I just hope none of those people are watching me next year when I come back. I've been keeping up my running when I've been off, so I'm not that far out of shape. It'll take about a month of riding to get back into shape. I plan on coming back a lot stronger than when I went out. Before the Trans-USA I was stronger than I've ever been before. I just want to get back like that again. I just hope I can make the first stadium races. If

my hand is healing I'll make it (to the Anaheim, California, opener on January 31).

Last season the press seemed to overplay the Howerton/Hannah conflicts, especially Saddleback (California National on April 5 where Howerton and Hannah knocked each other down). What's your position on Hannah?

It was kind of bad. You've got the magazines who want to sell their stuff. Especially *Motocross Action*; they're biased towards Bob. All the other magazines did an article on me and Bob, giving each side. *Motocross Action* only gave Hannah's side, and there's nothing for the reader to gain information on, to make a judgment. Our County Commissioner even wrote them a letter explaining all the things they did wrong. They used misleading questions and answers. It helped the attendance, which is no problem, but one paper in Sacramento (California) said some stuff and the other rider reads it and he thinks, 'God dang, does he really think that about me?' I thought maybe Bob wouldn't be that gullible to read that, but I know he did. He mentioned it in another article.

There was a lot of pressure on both of us, for me to retain my title and for him to get it back. I think we could have gone through all that without any problem if it wasn't for the big deal *Motocross Action* put out. I don't care anymore, it's all done and gone, but I'm sure the magazines will want to play it up some more. *Motocross* people are some of the biggest gossip people around. They have to have something to eat on, but that's the way it is. It doesn't really bother me, but I don't like it and there's nothing I can do about it, so I just go on and do whatever I want to do anyway.

It wasn't hard to beat him (Hannah), that was no problem. I'd just charge for 15 or 20 minutes and then he was nothing. He could gas it at first but then he'd fade. The whole mood was bad. You won the race but didn't feel as good about it.

As a veteran of MX, do you feel you have a different outlook than some of the younger riders?

I've got a lot of experience, I started racing professional in '73. I can look over a whole year and I know exactly what I have to do. Each year I know what to add to get up to whatever I need to do. The older I get the stronger I've been getting. I think I'm maturing into it a little bit slower than others. Most of the young guys who are riding started earlier; if you look back when some of them started it's ridiculous! Like Brian Myerscough, he started riding minis. Brian's been riding longer than I have, yet he's not considered a seasoned rider. I never started riding until I was 16, then I started racing at 17 or 18. All my friends I was riding with thought I was crazy. I'd just see a hill and take off at it. They'd just sit there and shake their heads and say I was insane. I learned rapidly and was eager to ride. That's all I could think about, and then I progressed rapidly.

The biggest thing I want to do is win the stadium championship. I've come so close all the time. I'm going to build a stadium track pretty soon, I've got all the equipment to do it.

Are you planning on racing anywhere in January other than Anaheim?

If the doctor lets me out of the cast I'm going to start working my hand like crazy and start riding. I'm just going to stay here and get with the program. If I'd go to the races in Florida I couldn't train hard enough. I've got everything I need right here. Those races would just be another way of getting hurt. I only race if I've got something at stake.

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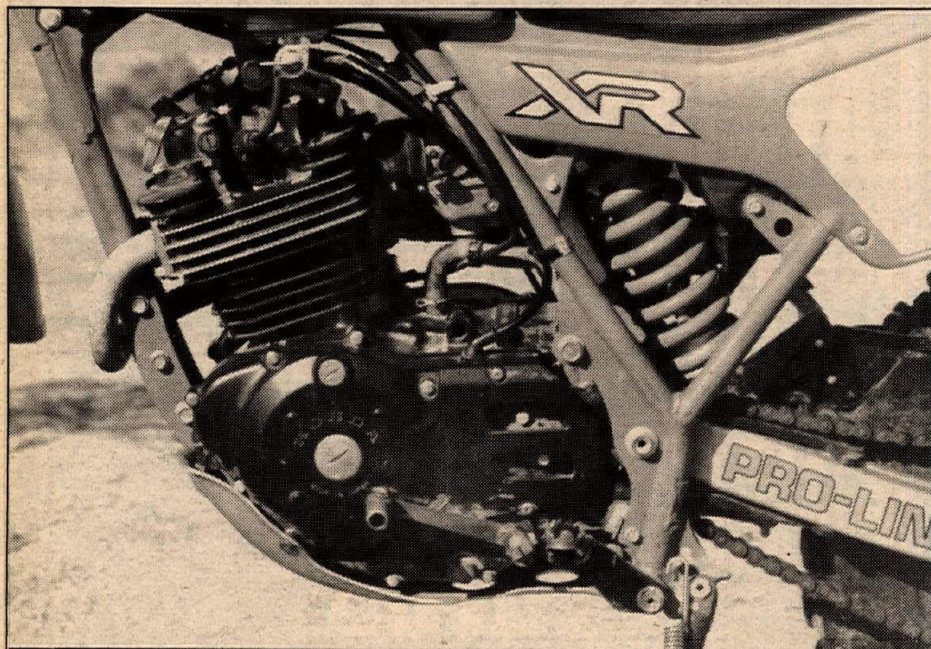
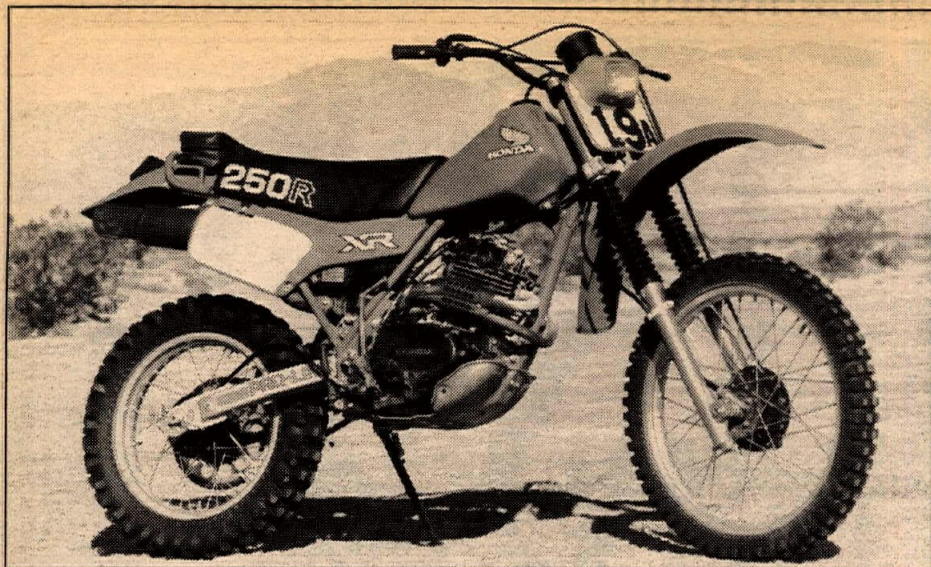
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(Top) The XR250R is an attractive machine. (Above) The two greatest features of the bike are the tractable 249cc four-stroke engine and Pro-Link suspension. (Below) Forks worked well; double leading shoe brake is strong.



Impression: 1982 Honda XR250R

Honda produces pure pleasure playbike

By Dale Brown

Photos by Mark Kariya

We're not sure who Honda was aiming at with their four-stroke XR250R. The suspension and details are up to National enduro calibre. But the engine, wonderfully tractable and surpris-

ingly peppy for a 250cc quadra-stroke, may fall short in the acceleration requirements for top riders dashing from check to check under near impossible conditions and speed averages that make enduro riders racers, pure and simple.

What Honda has come up with is the best bike we've ridden to date for sheer fun, recreational, mess-around-with-your buddies, off-road play riding. Everyone who rode it had a ball.

Honda introduced Pro-Link suspension to the XR line in 1981. For 1982, there are only minor changes. The most significant change, however, is in the Showa shock utilized by the Pro-Link system.

In 1981 there was a problem with the shock's damping system overheating. That has been rectified for 1982 with a remote reservoir and a new valving system, utilizing washers in a similar manner as Ohlins shocks, an industry standard, and used in Honda's works MXers. Rebound damping is four-way adjustable via a ring on the shock body, and for '82, the rates have been stiffened slightly.

In actual application, the Pro-Link works superbly. Big stuff, medium size stuff, and the little surface irregularities all got soaked up in a Cadillac-plush ride. We left the rebound setting on the number two position, as delivered from Honda, and never felt compelled to change it. The reservoir does its job, and after riding for awhile, it was hot to the touch.

At the other end, suspension is supplied by air assisted forks of 37mm diameter. Fork action and damping rates were spot-on, and only minimal flex was experienced, despite the lack of beef (by modern day standards) in the stanchion tubes.

Suspension travel at either end is 10 inches. That's plenty enough for the vast majority of riders likely to buy this machine. As it was seat height it was well up there at 37.2 inches.

With a wheelbase of 55.9 inches the bike has good straight line stability. But with the long travel, and a claimed dry weight of 262.4 pounds, much of which is carried high on the bike due to the four-stroke configuration, the bike gets a little ponderous in tight, low speed situations. But to Honda's credit, no rider had a clue that he was dealing with nearly 300 pounds of mass with a full tank of gas, and the weight came as a shock to some who didn't read the stats until after putting a hundred miles or so on the machine.

The 249cc OHC four-valve engine is a play rider's delight. It's heavily oversquare with a bore of 74mm and a stroke of 57.8mm, reducing the height of the powerplant considerably. Honda's Pentroof® combustion chamber in utilized, and like the bike's big brother the XR500R, dual exhaust ports and head pipes are employed. Air and gas are mixed in a 30.5mm Keihin piston valve carburetor, which also has a four-position choke.

Specifications

Engine.....	249cc OHC four-stroke, four valve single
Bore and Stroke.....	74mm x 57.8mm
Compression Ratio.....	10:1
Carburetor.....	30.5mm piston valve
Ignition.....	Capacitor discharge
Starter.....	Kick starter, with automatic compression release
Transmission.....	Six-speed
Final Drive.....	#530 'O'-ring sealed chain
Length.....	85 in.
Width.....	33.5 in.
Height.....	48.6 in.
Wheelbase.....	55.9 in.
Seat Height.....	37.2 in.
Ground Clearance.....	12.6 in.
Fuel Capacity.....	2.4 gal.
Wheels.....	Spoked
Tires:	
Front.....	3.00-21 enduro knobby
Rear.....	5.10-17 enduro knobby
Suspension:	
Front.....	Air-assisted leading axle forks, 10 in. travel
Rear.....	Pro-Link™ with adjustable damping and remote reservoir, 10 in.
Brakes:	
Front.....	Double leading shoe drum
Rear.....	Drum
Dry Weight.....	262.4 pounds
Color.....	Red
Suggested retail price.....	\$1848

Power is delivered to the rear wheel through a six-speed transmission and 530 chain. To keep maintenance down, ignition is capacitor discharge.

Like we said before, the mill is a delight. Power down low is excellent for the displacement involved, and it produces a pretty good amount of top end to boot. We never got into a situation the bike couldn't pull us out of. First or second gear — usually second — and just a modicum of rpm and the bike could not be stopped. Trials machinery notwithstanding, the XR250R is the tractor of the 250cc class.

First gear is a tad on the low side, but all the other ratios and their spacing are right on the money. The transmission shifted smoothly under most conditions, but trying to perform a quick upshift under a load was a downright bear. Clutch pull is the lightest we've come across, so light it makes you want to use the clutch all the time.

The wheels feature more of the '82 updates. Honda claims the new aluminum rims are both stronger and lighter than last year's items, and they feature new rim locks. The rear wheel is quick-disconnect, and chain adjustment is performed with snail cam adjusters on the rear of the box aluminum swingarm.

IRC tires came with our test bike. We didn't get a chance to test them under a wide variety of surfaces and came away with no real impression one way or another, save to say the rear knobs were getting both rounder and smaller at a rapid rate.

Up front the XR250R features a double leading shoe brake. To say it worked well would be a gross understatement, but some caution should be exercised until you get used to it. Ask the tester who grabbed his normal dose of front brake lever on a steep downhill and almost had himself and the Honda cartwheeling onto their respective noses. Another note: a double leading shoe front brake does not work going backwards. Remember that when you unload the machine off a truck!

Rear brake is nice and compact and performs nicely when adjusted properly. But some sponginess can be felt through the cable actuation.

Both the rear brake pedal and the shift lever were well located, and both were of the folding variety.

Bars and their related parts fit and work just fine. Riding position was quite comfy, as was the well-padded seat. The gas tank holds 2.4 gallons, and the shape is short so the seat comes well forward for easy weighting of the front end.

Instrumentation consists of a speedometer and a resettable by-10ths trip meter. Both are easy to read, and the speedometer goes to 90 mph, or about five mph higher than Honda's CBX.

In keeping with the bike's good manners, starting is generally very easy. A compression release is activated when the lever is pulled out, and kicking it through is very easy. Our machine was a regular first-kick starter, except when we dropped it, or after we washed it. The latter may have been a fluke, since the bike went through a six hour ride in pouring rain, snow, sleet and hail with little reluctance about firing right off.

A tool pouch is mounted on a rack right behind the rear seat. The contents, however, were a little sparse. The one tool that was in there, however, was a dandy multi-purpose wrench suitable for 12, 17 and 24mm nuts as well as spark plugs and spokes.

As we said at the outset, this is one fun motorcycle. It took us where we wanted to go in comfort and with a minimum of effort. There were no hassles or glaring deficiencies. And fun, to our way of thinking, is what motorcycling is all about.

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A nostalgic ride on the Ridge Route



The ride up the old Ridge Route gives you an opportunity to stop and look down at the Castaic Reservoir.

By Donald E. L. Betsworth
Photos by Donald W. Betsworth

Driving up to Alamo Mountain or Ballanger Canyon, you zoom up the new Ridge Route, Interstate 5, six lanes of 55 mph asphalt and concrete, you and a thousand others. Occasion-

ally some of the scenery can be fairly interesting, at least the first couple of times.

How would you like to do 26 miles of the *real* Ridge Route on a bike and thumb your nose at that unimaginative roadway below? Well, let's ride the old original route. It's still up there, way up on the ridge top laying like a snake. It's a fun ride with many historic and scenic spots along the way. With fuel prices the way they are, this makes a super family outing fairly close to home.

The first time my son and I tried it on a scooter, the wind was blowing so hard that 10 mph was all that I could obtain at full throttle heading north. Coming south on the return I hit 40 going uphill in neutral. We were hit with small rocks, branches from bushes, tumble weeds, and even free flying beer cans. It was a 40 degree day but with the wind and the chill factor figured in it must have been about zero. A windy day up here is a real bummer.

Recently a long time buddy asked if I would conduct a ride over the route for him and several friends. They are novice riders and their bikes ran the gamut from a tacky and very old Suzuki 90 to a new Honda 350 still

loaded with all the factory do dads plus some interesting add-ons. It was a very successful ride with the weather in the shirt sleeve mode. The only problem encountered was a laugh-in type get-off resulting in a skinned shin and a bent ego.

The history of the old Ridge Route is fantastic reading. The stories I've read sounded like so much fiction, but after you ride it you have to believe every word. I've driven it several times and once led a party of 14 dads and their sons on a 19 mile bicycle ride on it. That ride was so rough, one dad ended up with a \$75 repair bill on his racing bike, two kids crashed because of chuckholes, and many tires were worn paper thin.

The route was started in 1913 and completed in 1915. It was built with horse drawn "Fresno's" and many pick and shovels. The cost was a staggering (for the time) \$1.5 million. The concrete was laid six inches thick and it has held up better than the asphalt used to straighten many of the curves. It has been said that there were 642 narrow curves along its 29 mile length. Remember, the Ridge Route section was from Castaic to Gorman and the section from Gorman to Wheeler Ridge on the Bakersfield side was called the "Grapevine." The speed limit

on this new super highway was a hot 15 mph.

Imagine driving this "abomination" in an open cab, chain-driven Mack truck. I've talked to one old trucker who hauled potatoes over the old route and his stories of the snow storms, high winds, runaway trucks, shifting loads and boiling radiators make me wonder how he lived to be 72. These were the days of mechanical brakes, no safety inspections, and many truckers were "outlaw" so their vehicles were usually overloaded because they were paid by the hundredweight.

In 1933 a new route was completed in the canyon bottom, saving nine miles and over an hour's time. The cost went up to \$3.5 million. In 1947 a modernizing and realignment took place and you guessed it, the cost now jumped to 12 million dollars. The new route, Interstate 5, is a pretty fine highway and it was completed in the early '70s. It's a far cry from the original but the cost jumped, maybe catapulted would be a better word, to more than \$90 million. That kind of bread buys a lot of chain lube and spark plugs.

If you take this ride, I think springtime is the best. The wild flowers will be out in force. There are two places that abound with wild poppies. One is just across the road from the county fire station and the other is on the sides of Bald Mountain.

Let's get to the actual ride. Drive to the settlement of Castaic on Interstate 5, and exit on Lake Hughes Road. Go east one half mile to a road signed "Old Ridge Route." Take a left and proceed north about one mile, past the park at Castaic Dam, to the Castaic brickyard. Park and unload your

bikes. Take mom and the older kids, (a Class four license is needed) as this would be a super ride for them.

Start up the paved road and stop occasionally to take in some of the canyon scenery. Several miles from the start you parallel Interstate 5 for a short distance. Vehicles on the freeway will be only 20 feet away traveling at 55 to 70 with only a four strand barbed wire fence between you. At about 6.8 miles you will come to Templin Highway. Left is down to the freeway, and right is down to the Castaic Dam powerhouse and the road up to Cienega Spring. This is a very good side trip and I'll cover it later. Along the way disregard the following signs: "Not a through road," and "Not maintained past this point." The road goes through and is cared for — well, sometimes. But do obey the No Trespassing, No Hunting, and No Shooting signs.

From the intersection go straight ahead, and as you continue look off to your right, you'll see the unusual formations of Red Rock Canyon. The road you see in the canyon bottom services a telephone cable. At 16.7 miles you come to Reservoir Hill with its few pine trees. Take the road on the left, up about 100 yards to the top. This is a good spot for a coffee break or to have lunch on your way back. Take a walk around the top and if it's a clear day the view can be pretty interesting. The dry concrete reservoir a tad to the south has and can be ridden like an old fashioned motordrome. Be careful because the sides are sometimes slick.

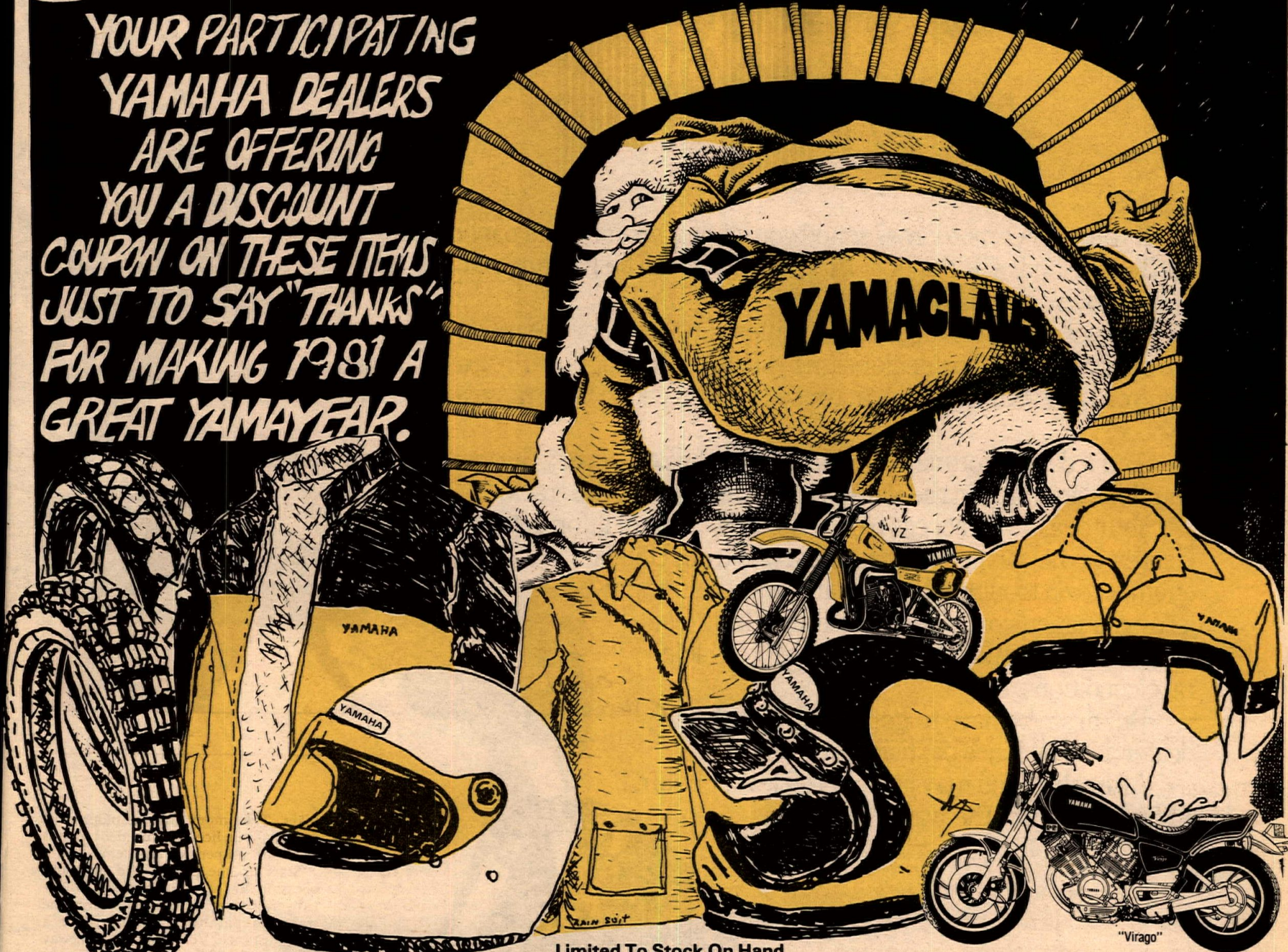
Continue north for about two miles and right under the power lines to the east was the site of the old Halfway Inn. Time, the elements and progress have

(Continued to page 40)

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January 13, 1982 **CYCLE NEWS**

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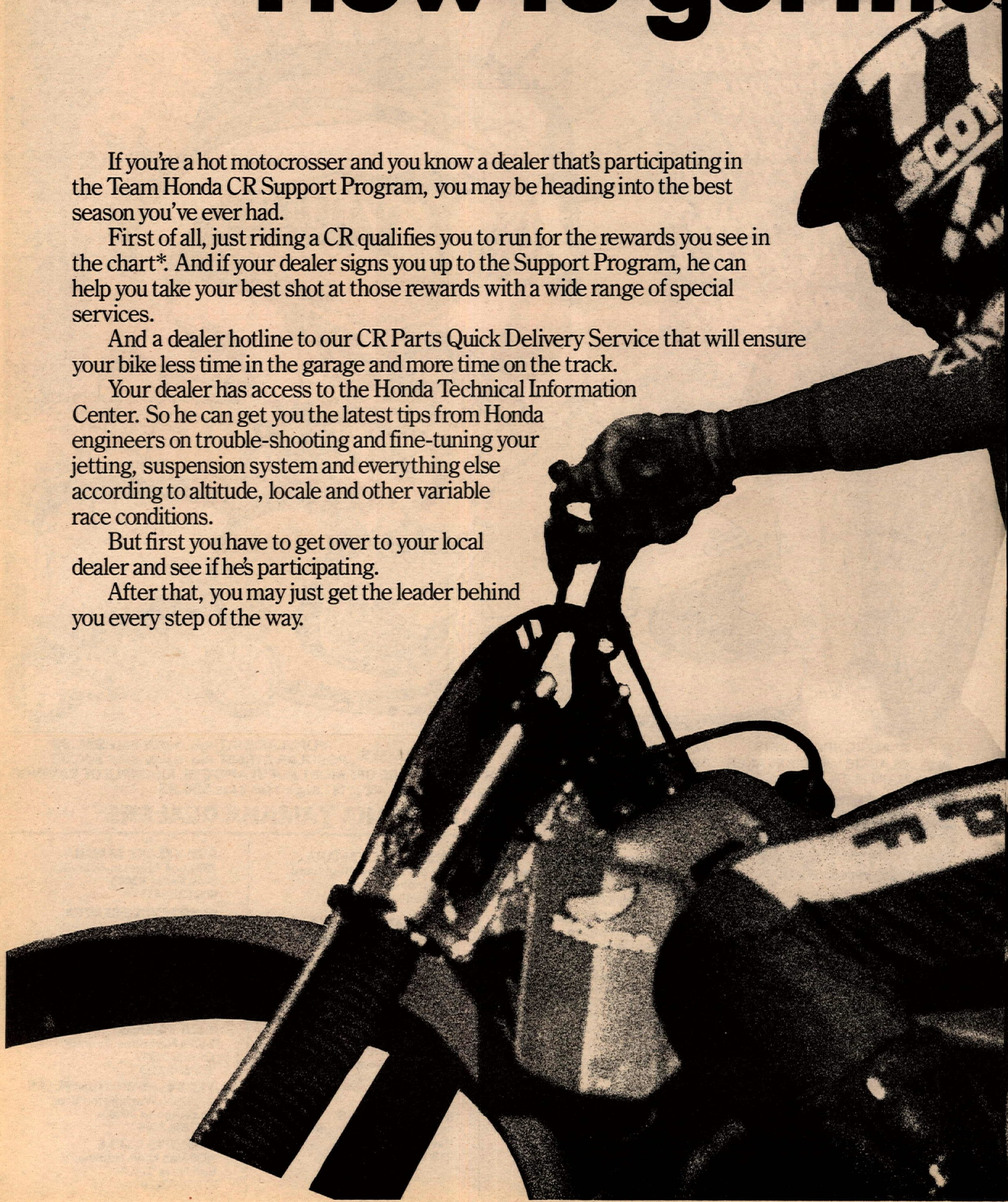
First of all, just riding a CR qualifies you to run for the rewards you see in the chart*. And if your dealer signs you up to the Support Program, he can help you take your best shot at those rewards with a wide range of special services.

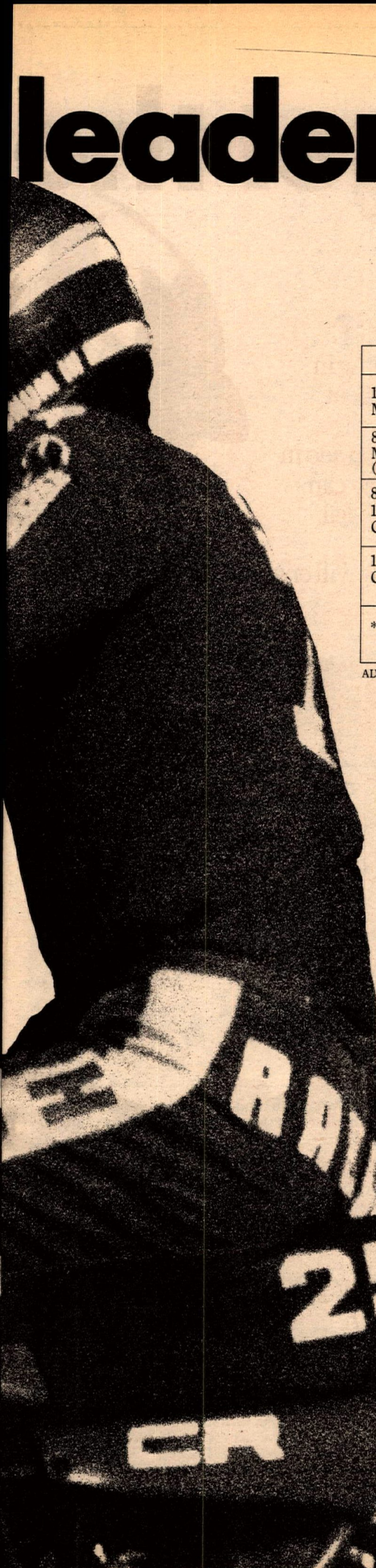
And a dealer hotline to our CR Parts Quick Delivery Service that will ensure your bike less time in the garage and more time on the track.

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January 13, 1982 **CYCLE NEWS**

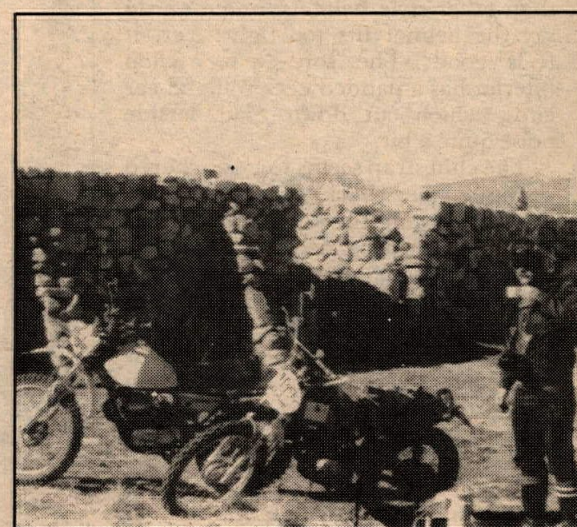
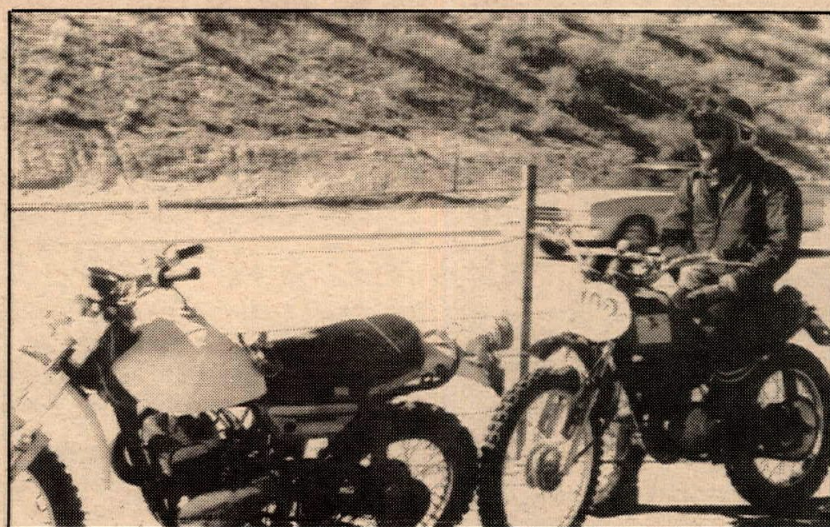
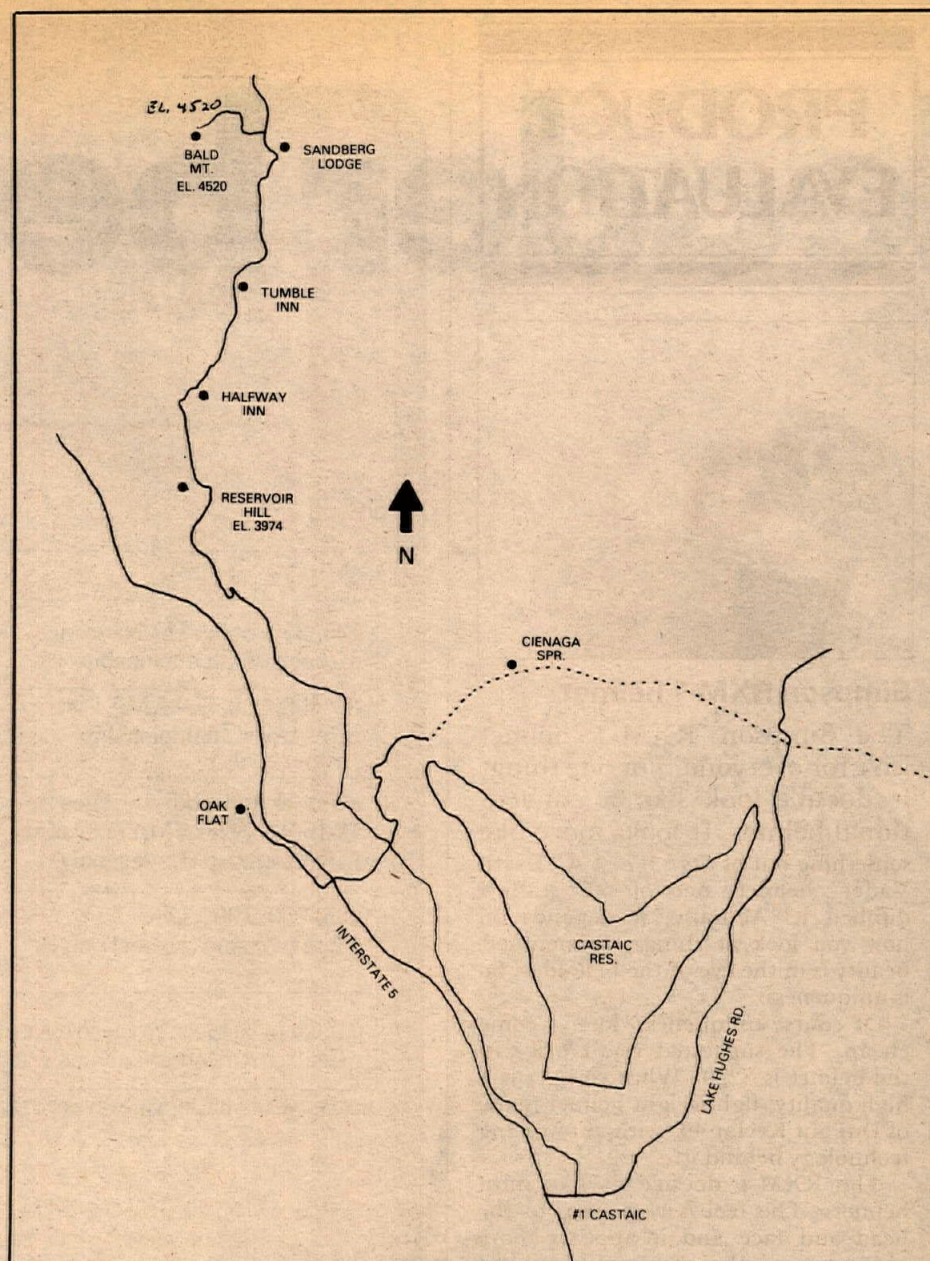
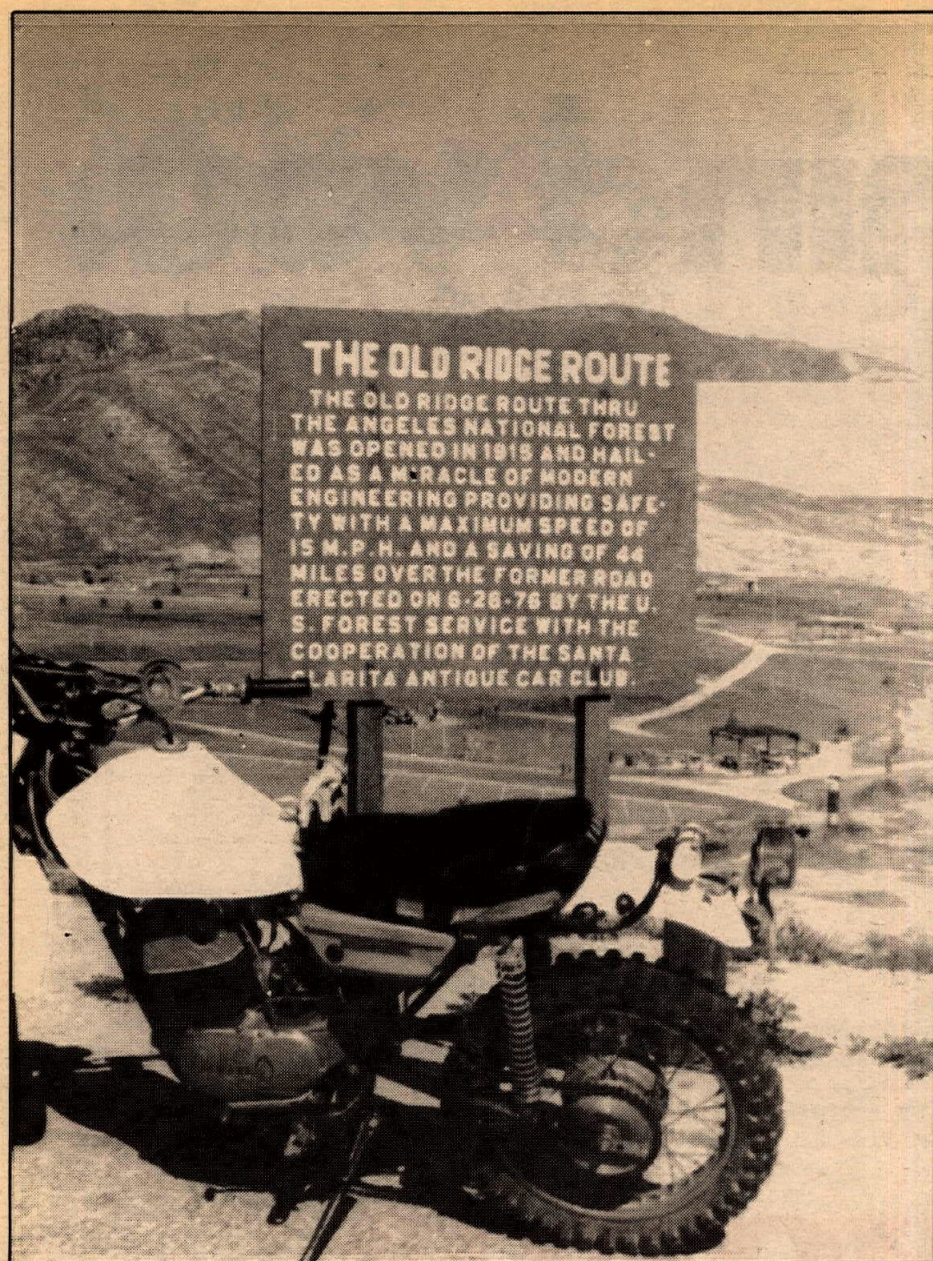
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125, 250, 500 AMA National Motocross Championship	\$10,000	5,000	3,000	2,000	1,000	800	600	300	200	100
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HONDA

FOLLOW THE LEADER



(Top left) A sign gives you a brief history of the old Ridge Route. While you ride it you can compare what's on the sign to the modern, six-lane superslab that replaces the old route (above left), or snuggle right up to it (above middle). (Above right) A crumbling wall is all that's left of the once-famous Tumble Inn.

(Continued from page 36)

covered everything. Continuing up the route you will soon pass the remains of a stone wall on your left. This was the Tumble Inn. It was quite famous in its time and I'll bet that place could tell some really wild stories. It's a shame some of these old historic spots have not lasted or been preserved.

At about 24 miles, a few stone walls on both sides of the road are all that remains of the Sandberg Lodge. It was still open on weekends in early 1959 and it burned to the ground in 1960. I've seen some pictures of it and it was a very beautiful old rustic wooden structure. Around a couple of turns you come upon county fire station number 77. Across from it is the road to Bald Mountain. The old weather station on top is now automated and locked tight as is the telephone repeater station. No No signs abound on that road, but if you stay on the pavement it's OK according to the Captain at the fire station. Near the top and looking north you can see part of the California

Aqueduct in the western portion of the Antelope Valley. A couple of years ago we ran into some pretty fair sized snow banks on this piece of road.

Years ago my wife and I visited the weather station when it was manned and were given a tour. We were able to watch a weather balloon launching. The balloon had several thousand dollars of special equipment on board. Each time I make this trip I try and find the site of the famous "Sunfreeze Ice Cream" sign. I have not been successful. Not even the stone pillars can be found. Ask your granddad if he can remember it.

To return, just retrace your route. Try and follow the old concrete, and notice how narrow it is. Two large trucks meeting in the dead of night on some of these curves must have been a little puckery. The asphalt was added through the years to help straighten the curves. Even with it, it is a snaky route at best.

When you return to Templin

Highway (if you don't have the time, save it for another day), go left (east). Follow the pavement 3.5 miles down to the canyon bottom. Cross the new concrete bridge and go up the road going east into the narrow canyon. The old plank bridges here used to wash out almost every year. This is Fish Canyon and within three miles you will come to Cienaga Campground. On the way in the stream crosses the road several times. These crossings can be slick at times so please be careful. The campground is a nice little spot in the springtime and is not heavily used. There is usually no drinking water in summer or fall.

You can continue east for seven miles to Elizabeth Lake Road. This is a nice trip and if you wish to push on, you can go up Ruby Canyon and then down Clearwater Canyon an additional 10 miles to San Francisquito Canyon. At this point you must return the same way because other routes are very long and a possible five mile run on the

freeway.

If you are in the camping mood, there is another place you can camp and use as a starting point. On the west side of Interstate 5 at Templin Highway there is a piece of the old 1933 route. Head north on it a couple of miles and you'll find Oak Flat Campground. Drinking water is usually available all year. Total miles on this trip was 76 including the side trips to Cienaga and Oak Flat Campgrounds.

Several maps will be helpful to you. The Angeles National Forest Map and the Auto Club Map of Los Angeles and Vicinity are two of the best. For you map freaks (like me) I suggest the following USGS topo maps: Liebre Mountain, Whitaker Peak and Warm Springs Mountain.

So, get your bikes gassed up, pack a lunch, get mom and the kids together for a super ride into some of southern California's nostalgic past. And don't get in the way of those old Mack trucks.

PRODUCT EVALUATION



Simpson RXM-1 helmet

The Simpson RXM-1 helmet isn't for everyone. For one thing, it doesn't look like a conventional helmet. It looks more like something out of *Star Wars*. A "Darth Vader" helmet, one of our staffers dubbed it. Actually, it depends on how you look at things. Remember, beauty is in the eye of the beholder. So is uniqueness.

Of course uniqueness doesn't come cheap. The suggested retail price of the helmet is \$229. What you get is a high quality, lightweight helmet made of DuPont Kevlar 49, with auto racing technology behind it.

The RXM-1 doesn't fit like most helmets. The feel is very snug to the head and face and it appears more contoured to the shape of the head than other style helmets. Some would say the helmet fits too tight. Yet, it feels good. The soft weave nylon interior has a padded neck roll and ear cups, which cut down road/outside noise quite a bit.

The chin strap seems to be anchored a bit farther back than on other helmets making the strap seem to rest against the rider's neck. After a few days one doesn't notice it. The vent ports in the face bar provide for a constant flow of fresh air to the rider.

The vision area is shaped like a pair of goggles. The shield has no provision for graduated opening. We found Hydron replacement shields work better than the original one. For cold weather there is a piece of, for lack of a better name, weather stripping that adheres to the moulding around the eye opening to make it air tight. In summer, you can leave the stripping off for more air flow, although one must be careful as rain will get sucked into the outside of the shield and it is easy to fog up in cool, damp weather.

Gary Van Voorhis



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(Above) Lane Leavitt performs a floating turn on the new and better Sherpa.

Impression: Bultaco 340 Sherpa

Worth the wait

By Len Weed

Things looked good for Bultaco in the fall of 1979. Bernie Schreiber had just won their seventh straight European or World Trials Championship.

Then the scenario changed dramatically. A strike hit the factory. Eventually 10 months would pass before production resumed. As the cash flow dwindled, there were cutbacks. The contract of Yrjo Vesterinen, the champion Schreiber had unseated, was not renewed. In the next few months Tony Gorgot, Martin Lampkin, and Manuel Soler

left to ride for other manufacturers. Schreiber was the last to go, in May of 1980.

Finally, the strike was resolved, the company was placed under the direction of a government appointed interim manager, and the workers returned in the fall of 1980.

For the 1981 season, Bultaco turned to Vesterinen, the 1976-77-78 world

champion. The Finn, always a key figure in Bultaco development, continued work on the 340cc prototype engine that had been in the works for more than two years.

The production 340 reached the European markets last summer. By Labor Day, the first shipment was in the States.

In an effort to promote additional interest in the new machine, the American distributor, Bultaco International, lured five-time U.S. champion Marland Whaley out of retirement to ride the final five rounds of the AMA/NATC National series. Marland, pursuing a motocross career with Husky, had not been on a trials bike in about 10 months when he took delivery of a 340 in August to prepare for the Labor

Day Nationals in Oregon and Washington.

Some thought that Marland, who won almost half of the National events he rode from 1974 through 1980, could pick up where he left off. That didn't quite happen. Ten months is a long layoff for any premier athlete in any sport. Marland rode well, considering his abrupt switch from berms to creek beds, missing a win on a cleans tie-breaker at one trial while finishing four points back in another.

Marland felt that his own rustiness rather than his motorcycle prevented even better results. He was totally delighted with the new 340, calling it the best trials bike he had ever ridden.

A driving accident en route to Illinois in October prevented Marland's participation in the final two Nationals.

Bultaco wanted to be sure everyone instantly recognized their new bigger-engine bike. To do this, they decided to go to a two-tone color scheme, adding white to the blue adopted for the 1979 model.

The fenders and epoxy-painted frame are both white. White is also used to accent the blue gas tank.

The fork sliders, triple clamps, fender stays, and shock bodies are now blue. The engine remained black.

The plastic gas tank is now painted, brightening it up noticeably compared to the dull natural look of previous versions. A special chemical heat treatment permits the painting on plastic.

To boost the engine displacement from 326cc to 340cc, Bultaco enlarged the bore from 83.2 to 85mm. The stroke remained 60mm. Compression is 9.1:1. Peak horsepower is 19.4 at 6000 rpm. Peak torque is reached at 4500 rpm.

The major challenge in the development of the bigger engine was maintaining or improving bottom end smoothness while increasing power without introducing any "jumpiness" in the response. These complex goals explain the lengthy prototype period.

The dependable flip-a-clip-to-drain-the-float-bowl 28mm Bing carburetor was retained.

The bottom end of the engine received a new six-speed transmission. The bike as delivered to the U.S., shifts from the left side. Accessory kits to restore the bike to right side shifting are available from trials specialty shops. This switch also allows a more direct hook-up of the rear brake arm, mounted on the left side of the hub, and the accessory left-side brake pedal.

Bultaco retained the same first and top gear ratios, using the old (1:1 ratio) fifth as the new sixth. Then they inserted four gears where there were formerly three. The new transmission ratios are: 1st — 4.479, 2nd — 3.473, 3rd — 2.769, 4th — 1.952, 5th — 1.353, 6th — 1.000.

The new ratios offer the rider more section selection options as well as improving the quality of loop riding. The old too-slow-in-fourth-but-it-bogs-up-in-fifth routine is now ancient history.

In the sections, the new lower second and third allow a rider to go slower or opt for the traction advantages of taller gearing. The reduction of the spacing between third and fourth is also a big help for hillclimb sections.

The new, larger capacity plastic air box breathes from the top rather than the front. It's much more easily serviced. Removal of a circular rubber seal lets the rider get to the filter. Overall, the new unit is a big improvement over past efforts.

Bultaco went with a sidepull type throttle, made by Ideal. This setup is virtually standard now for trials bikes. In addition to minimizing the chances of catching the throttle cable on brush, it also reduces the risk of damaging the cable when the bike goes upside down.

Two items that weren't changed in the powerplant were the ignition and starting systems. The Sherpa uses points and still must be placed in neutral for starting.

The aluminum skidplate was not widened any. Many riders opt to weld on additional aluminum up front to protect the edges of the cases.

Every trials bike built today has been in some way influenced by Bultaco geometry pioneered in the mid-sixties. The Sherpa's wheelbase is 51.7 inches. Seat height is now a lower 31 3/4 inches. Footpeg height is 15 inches. Ground clearance was upped to 13.5 inches. Dry weight is 203 pounds.

The most noticeable change in the frame, other than the epoxy paint job, is the removal of the rear frame loop. This allows for a lower rear end, making it easier to foot or plant one's buns to crab walk through a section if necessary.

Some might suspect that the deletion of the tubing would reduce frame strength, especially if the bike does a big flip number. However, the factory did beef up the rear of the frame underneath the seat.

The new swingarm utilizes square-shaped rather than circular tubing to reduce swingarm flex. This was done to improve straight line stability, a handling trait that Bultacos have never been short on to begin with.

The footpegs were moved both up and back. This accomplished two goals. Moving the pegs back makes the front end lighter for skimming over rubble or lifting into a wheelie turn. At the same time, more weight is directed over the rear tire for better traction.

Raising the pegs provides more foot clearance and makes the bike more responsive (and quicker reacting) to body weighting moves.

Suspension remains basically unchanged, although the Betor shocks are now rebuildable. Fork travel is 6.5 inches while rear wheel travel is 5 3/4 inches. Betor shocks are not noted for their longevity, but they are still considered by many to be the finest trials shocks going until they wear out. Their rebuildability now allows a rider to freshen them regularly.

Other changes include an improved chain tensioner and the use of stainless steel control cables.

Countershaft/rear sprocket gearing is 11/39.

So how does the big 340 handle? Superbly. Any Bultaco rider can climb on and feel right at home. Then he'll note that the larger engine seems even smoother on the bottom than a 326 while offering more power when the throttle is snapped on. That's when he'll appreciate the three years that went into the development of the engine.

The new swingarm and relocated footpegs conspire to weight the rear tire for better straight line running on level ground or charges up bumpy hill-sides. At the same time, the front end lightness can be appreciated for floating turns.

Naturally, Bultaco's problems in 1980 cost them sales. Product wasn't being built. Riders were uncertain about the status of the factory. Then, too, a Montesa world championship model and the appearance of Italian machines gave the buyer a wide selection. All these factors had to affect American sales. Until the strike the Sherpa had been the top selling European bike in the nation for years.

However, it seems quite evident that Bultaco takes great pride in their ability to produce championship quality machinery. They are likely to continue doing so. Whether Bultaco was looking to lure back defecting riders, attract new ones, or reward the faithful for waiting patiently, they've succeeded. The 340 is a super mount.



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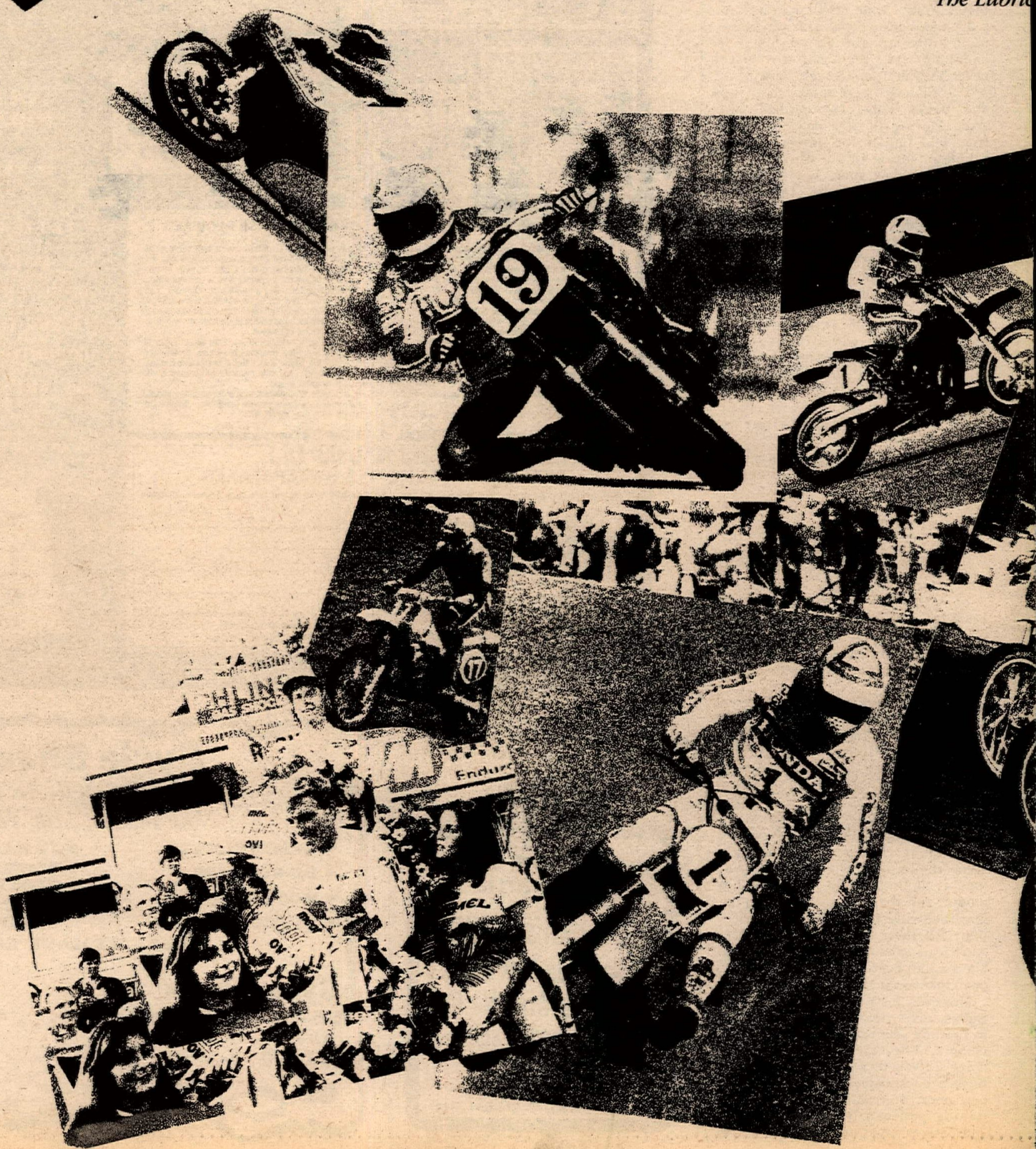
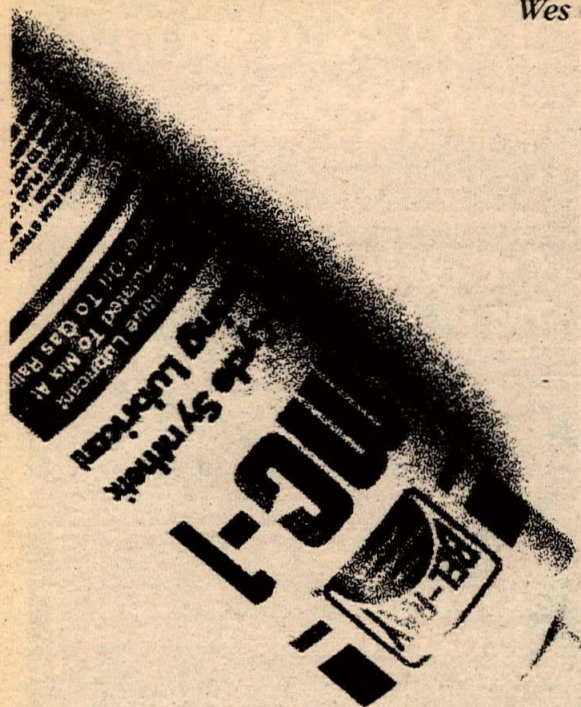
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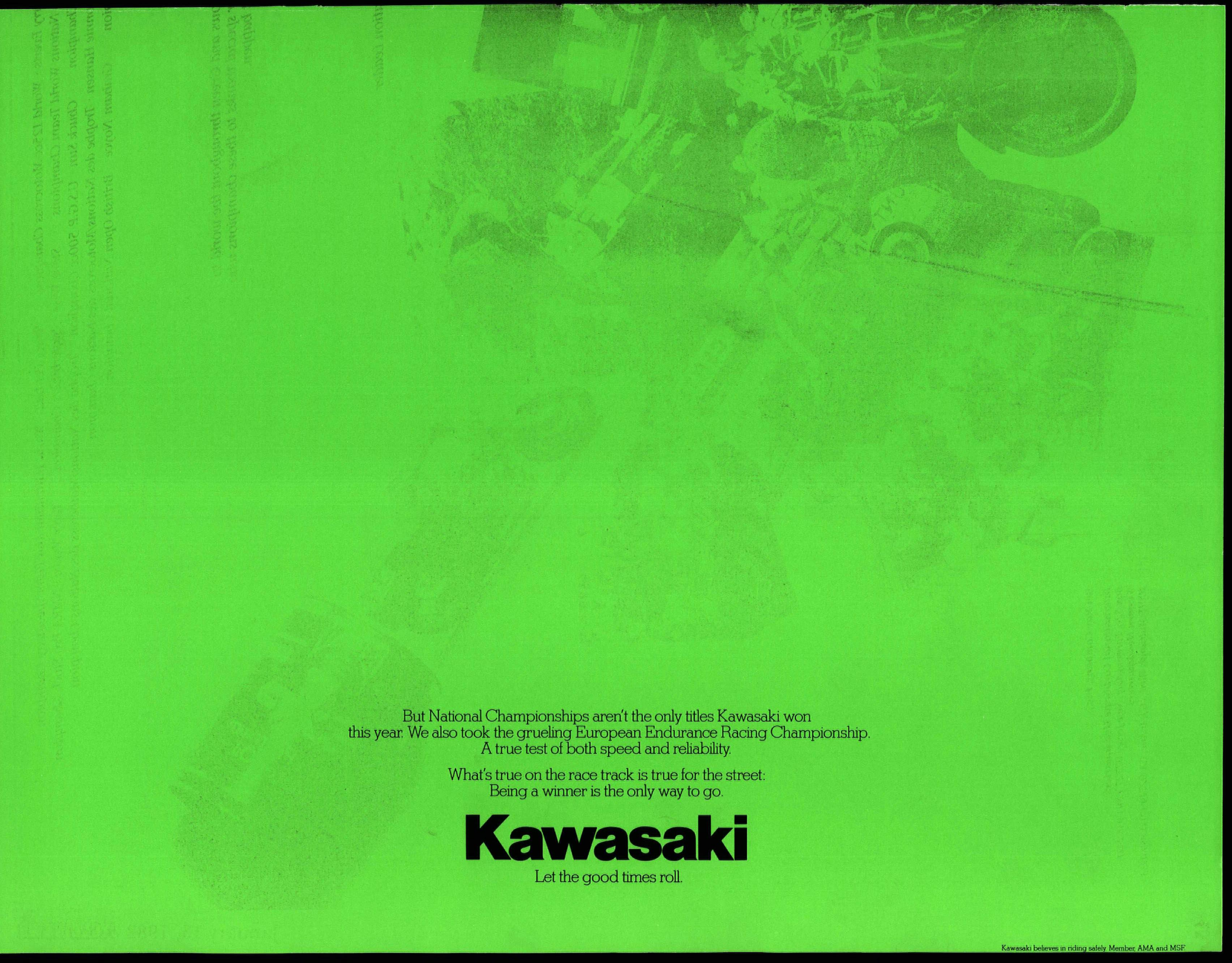


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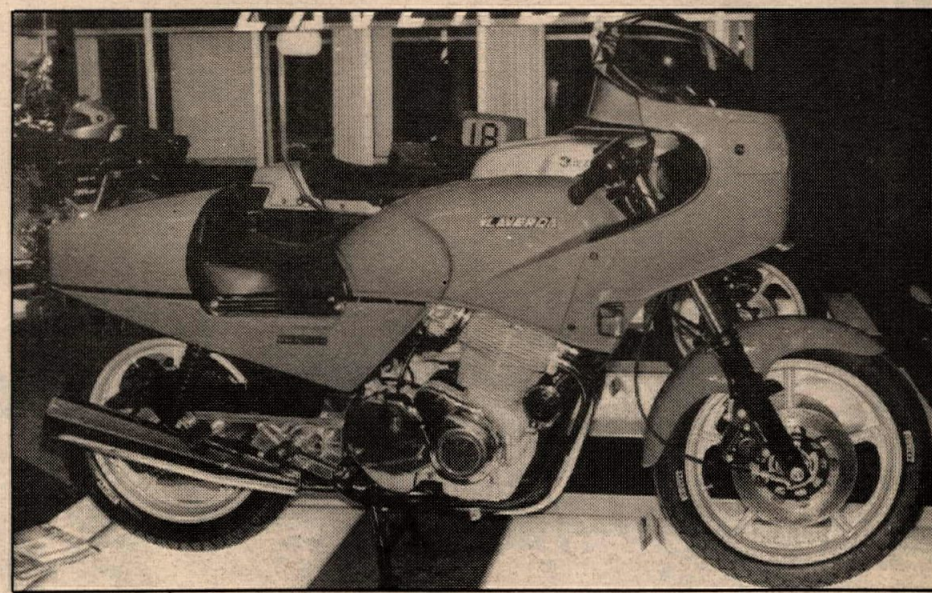
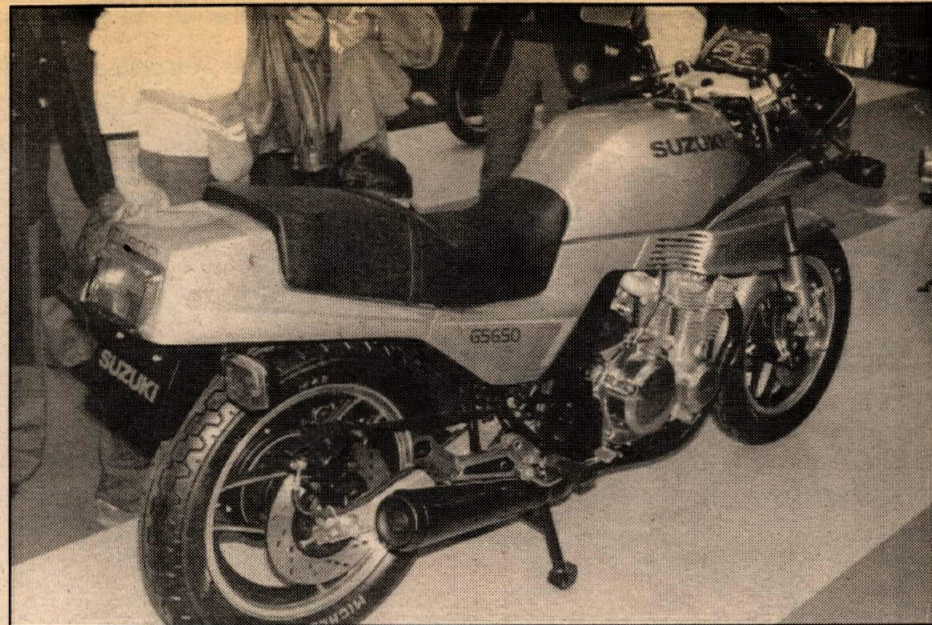
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(Clockwise from left) Bimota's \$14,000 Honda-powered HB2. Suzuki displayed a GS650 Turbo. Laverda's RGS 1000 has one-piece fuel tank/fairing.

Futuretech on display at Milan Show

By Alan Cathcart

MILAN, ITALY, NOVEMBER, 1981

The Milan Motorcycle Show is only held every two years, unlike most of its European counterparts, and provides a fascinating window into the buoyant Italian motorcycle industry — the

largest in the world outside of Japan. The 1981 version was no exception, with a host of new models and updated machinery, alas, much of which will never find its way outside of Italy. Nonetheless, there was much of interest for the foreign onlooker.

No less than 68 different Italian manufacturers displayed their wares, to which could be added another dozen or so frame manufacturers who don't sell complete bikes. Add the 15 or so foreign exhibitors — not alas including Triumph, for some strange reason — and you really do have the most comprehensive and important motorcycle show in the world.

This year, two main themes were apparent from the bikes on display: turbocharging and water-cooled 125 road burners. Some of the latter were beautifully designed and made, being for the most part competition motocross engines slotted into cafe-style road frames to produce every Italian teenager's dream bike.

Right now it's evident that the Japanese manufacturers think that tomorrow's bike is a turbo — or so they

would have us think; some like Honda are hedging their bets pretty carefully with conventionally-aspirated 750 machines, but it's evident that the era of the hyperbike is over. Yamaha didn't show their turbocharged XS1100 (sales would be zero in a country like Italy where fuel costs over \$4 a gallon and you have to be 30 or more to insure a Laverda or big Ducati) nor was the KZ1300 to be seen on the Kawasaki stand.

All four Japanese makers had small, even restrained displays, only Kawasaki's having any flamboyance, with their world title-winning duo of the 1000cc endurance racer and Anton Mang's 250cc rubbing noses with the so far unsuccessful KR500 in a parade of Green Power. The Z750T turbo announced at the Tokyo Show was there, but Kawasaki road styling suddenly looks old-fashioned amongst the rash of Katana lookalikes to be seen elsewhere.

The CX500T Honda looked pretty swoopy on display, but won't be a big seller in Italy. If Italians want only two cylinders then they go for a home-brewed product from Guzzi or Ducati. Surprisingly, the latter had nothing new to offer beyond touring versions of

the 900 Darmah and 600 Pantah — plus, if you like that sort of thing — a Pantah police bike that would have our local traffic cops falling over themselves to do extra duty roster.

By contrast Guzzi had a brimful of new models, including the latest Series 3 LeMans that for my money was the best looking bike at the show. The bulky full fairing of the Series 2, borrowed from the Spada, has been replaced by an elegant bikini fairing that compliments the classic lines of the shaft-driven V-twin. With a dry weight of just 454 lbs. and a top speed of 143 mph in standard trim from an 850cc bike selling in Italy for under \$5,000, it's no wonder that Guzzi is riding a wave whose crest is so high they're having trouble meeting home demand as well as their export market.

Other new Guzzis include the V65, a 650cc version of the V50 with 80x64mm engine giving 52 bhp at 7,200 rpm and a top speed of 115 mph. There's a chopper-style version of both the V35 and V50 models, while the most exciting addition to the middleweight range is the V50TS — Guzzi's answer to the BMW GS80. This on/off road machine features the V50 engine in an enduro-style frame. Full technical details weren't yet available at the show because the bike is still in process of development for a launch next June. Definitely one to look forward to.

Another bike that we shan't be seeing on the roads for quite a while yet is the new Morini V-twin 500 Turbo, which was displayed in public for the first time at the Milan Show. Long-rumored, much-awaited, the Morini was frankly a disappointment, the more so since it won't be on sale for at least another year — if ever. Morini is reported to be having cooling problems with the installation of the Japanese turbocharger, indicating that perhaps the turbo route isn't necessarily the one to follow unless you've got a

Honda-sized R&D department and the big bucks to pay for the development. For a small manufacturer like Morini to play with this kind of fire just doesn't make sense — yet here we had an elaborately styled machine whose full fairing, however, conveniently disguised the turbocharger installation — if one was indeed fitted at all! A wall-mounted chart showed the elements of the design, featuring a wastegate of Morini's own design to allegedly eliminate throttle lag at low rpm (what do they know that Honda — using the same IHI turbo unit — doesn't?) via a manual override, and an additional fuel injection system to supplement the single carb. The fairing is designed to help cool the engine unit, which produces a claimed 70 bhp, good for 130 mph. Now here's the clincher — designer Paolo Zecchi claims fuel consumption to be better than the regular 500 Morini at all comparable speeds — and if that's the case it's a world first that the Renault Formula 1 car engineers, generally accepted to be the leaders in the turbocharging field, will be surprised to hear about!

If the 500 Turbo seems more a case of wishful thinking, there were other sounder propositions on the Morini stand in Milan. The 350 Kangaroo has joined the 500 Camel (where do they get these names from!?) as the company's entries in the off-road market, and if you think that the longitudinal 72° V-twin makes an odd dirt bike you had only to look at the adjacent Valentini stand, where this Florence-based speed shop exhibited the Camel that won a gold medal in the ISDE this year, alongside some very striking cafe racers of all sizes.

But the unquestionable star of the Italian manufacturers was Laverda, whose entirely new RGS 1000 bristled with innovation. Clothed with an elegant and functional streamlining

(Continued to page 48)

WHEELLYIN'
With The Kings

BY DOUG DOMOKOS
 AND LEN WEED

If you haven't seen Doug Domokos wheelie, you haven't seen anyone wheelie. Domokos is beyond a shadow of doubt the most talented wheelie artist in the world — period. I've seen veteran racers who took pride in their ability to wheelie, watch Domokos and shake their head with disbelief in their eyes. One well-known motocrosser who I'm sure wishes to remain anonymous, once called on Domokos to prove his bike wasn't tricked out for wheelies. Domokos grabbed the racer's bike, told him to take his, and the pair proceeded off into the sunset -- Domokos poppin' gigantic, rear fender bending wheelies. Needless to say, the racer couldn't even begin to match the Wheelie King.

But *Wheeliein' With The King* is a visual delight that is topped only by seeing Domokos in person. Over 300 black and white and full-color photos show Domokos doing everything but walking on water. The chapter covering his wheelies aboard a Kawasaki KZ1300 (yep, the 700-plus pound, water-cooled six-cylinder machine) is worth the price of the book alone.

Wheelzyn' With The King may be ordered directly from the publisher by sending \$9.95 plus \$1.50 for postage and handling to Cleansheet Enterprises, P.O. Box 241, Tarzana, CA 91356.

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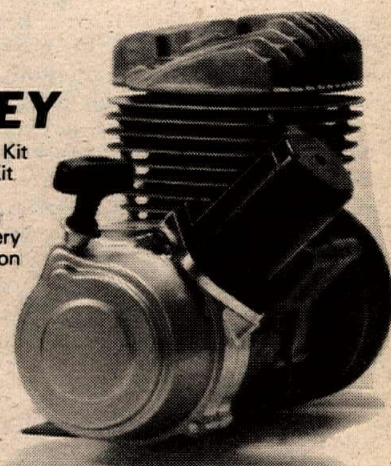


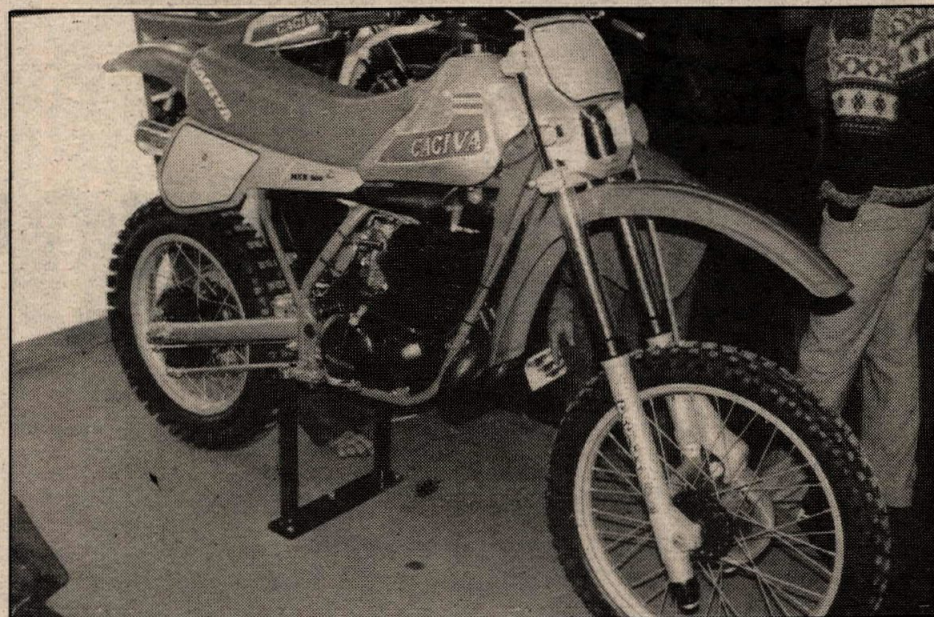
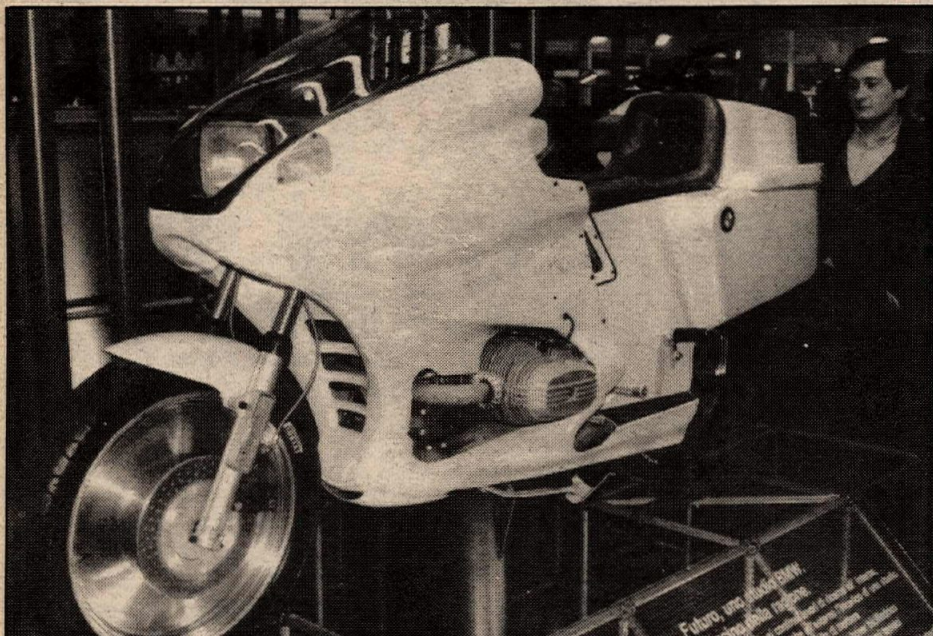
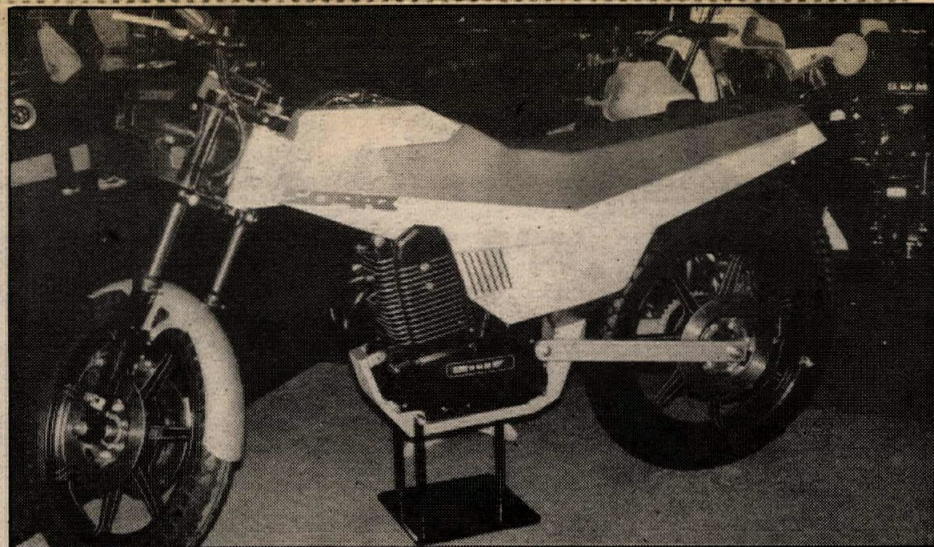
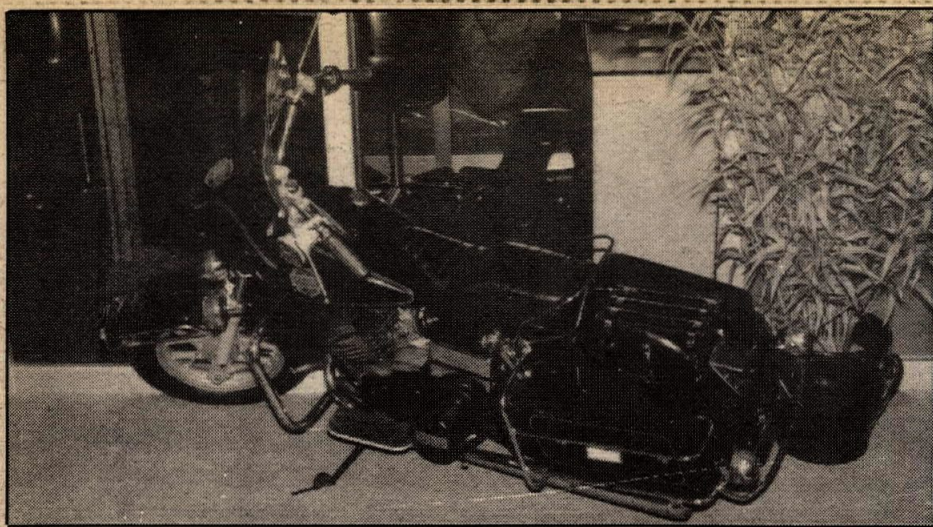
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(Clockwise from top left) HRD showed a 50cc miniature replica H-D Tour Glide. SWM's prototype road bike features 500cc Rotax single. Cagiva introduced an as-yet-untested Open class MXer. BMW's Futuro "Bike 2000" touring concept attracted a lot of attention.

(Continued from page 46)

(available in any color you want as long as it's racer red), the RGS boasts a new frame with silentblock mountings for the engine, a 40mm lower seat as compared to the Jota (which still remains in production), an optional single or dual seat (just unclip the back rest if you want to carry a pillion), fully adjustable footrests, a one-piece fuel tank cover/fairing with car-type fuel filler in the front right face of the fairing with lockable flap, and new instrumentation. The formerly 180° engine has been rephased to a 120° triple, which means the distinctive flat Jota exhaust note will be replaced by the equally notable fruity thunder of an Italianate Triumph Trident — 1982 version though, for the RGS's exhausts exceed all current or envisaged world noise standards, coupled with a very quiet engine with new air filters. The 120° engine gives noticeably better torque, according to the only Italian bike magazine to have ridden the bike yet, and the hydraulic clutch, twin single primary chains (formerly a single duplex), needle roller gearbox and modified gas flow to the head complete the changes to the proven Laverda triple motor. Production of the RGS will start in March 1982 for the home market only, with export versions available from September next year. Definitely a bike of the future.

In similar vein, but at around \$14,000 in Italy about twice as expensive as the RGS Laverda, was the Milan Show's other superbike sensation, the Bimota HB2, powered by a tuned version of the 900FZ Honda dohc four-cylinder engine. Interestingly, this is the very first Bimota-Honda since the first bike made by the firm's partners in the early '70s, and indicates something of a break for them away from Kawasaki, with whom lengthy talks about the possibility of a Kawasaki-designed engine with the Bimota trademark have come to

naught. Winners of the Italian TT F1 title in 1981 with the Suzuki-powered SB3, and runners-up to the incredible 600 Ducatis in the TT2 category with their 600cc Kawasaki-powered Laser TT2, Bimota literally races on the track what they sell on the road, or maybe it's vice versa. Recently moved into a spacious new factory, and concentrating now 100% for the time being on road machines (they're making no more frames for TZ Yamahas and the like) Bimota's design and finish is of such a superbly high quality that one can only compare it to the racing car or aircraft industries' levels. A detailed description of their new bike is impossible in the space available here, but designer Massimo Tamburini has come up with another high-priced but outstanding classic that will keep Bimota on the pinnacle they've attained for some time to come. Producing 95 bhp in standard form (parts are available to take this to 120 bhp in street form) with a dry weight of 440 lbs., the HB2 is sure to have a pretty lively performance, to say the least. Sixteen inch wheels front and rear are no longer the problem they were thanks to increased availability of 16" Michelins — in Europe, at any rate — for the road, and the externally adjustable rocker-arm rear monoshock suspension continues in the Bimota tradition.

Cagiva, the former Aermacchi factory, has come a long way in a short time since the takeover from Harley-Davidson in 1978, and the little grey elephant on the firm's badge (he used to be white till someone told them what a white elephant was in English-speaking countries!) has plenty to smile about these days. New at the show were a 500cc air-cooled motocrosser that has still to be run even in works form, a pair of water-cooled 125 and 250cc enduro bikes based on the successful 'crossers, and — most surprising of

all for a firm who've built their recovery on the two-stroke concept — an entirely new 350cc sohc vertical single four-stroke, here shown in an on/off road frame. The heavily oversquare 82.5 x 65cc engine has chain driven ohc and a five-speed box.

Cagiva are also the Italian importers for Harley-Davidson, for whom they sell around 100 machines a year; the belt-driven Sturgis held pride of place on the official H-D display in Milan, but most attention was focused 30 yards away on the display mounted by the HRD company who've taken over the old MV factory at Gallarate. HRD makes small-scale children's bikes with 50cc Motori Morini (different company than the bike makers) engines, and alongside their replica of a 1926 Moto Guzzi was an equally faithful small-scale version of a Harley-Davidson Tour Glide — full-dress version, at that! The first smart guy to import these into the States should make a mint.

SWM is the current World Trials champions with Frenchman Gilles Burgat, and have recently branched out into road racing and street bikes. The SWM Rotax racer is but a Spanish Siroko in disguise, but the firm's 125 and 300cc street bikes have engines of their own manufacture. Most interesting SWM exhibit was a wooden styling mockup of a projected sports road bike featuring the 502cc four-valve Rotax/Bombardier four-stroke single, thus far seen only on the Can-Am dirt bikes of Rotax's parent company in Canada. The SWM would be the first street application of this engine, but also at Milan were enduro versions by rival Austrian companies Puch and KTM.

Of the foreign manufacturers present we've already mentioned Kawasaki — though it should be noted they also had their new shaft-drive Z750GT on display — and Honda, while Suzuki featured their new GS650T four-cyl-

der turbo with what we'll call neo-Katana styling rather than the full-blooded variety. Producing 85 bhp and boasting "Full-Floater" mono-shock rear suspension of the type first developed on Mamola's RG500 two seasons ago, the GS650T is also the first bike from a major Japanese manufacturer to feature 16" wheels afront and rear with race-developed anti-dive front suspension.

Yamaha wasn't far behind though, and even flew in Kenny Roberts for opening day (he probably bitterly regretted coming the following day when he was stranded at London's Heathrow airport for nine hours without his luggage waiting for Los Angeles airport to reopen so he could fly home!). The XJ650T is a sharp piece of styling on the John Mockett/Martini Hailwood Yamaha theme, which is as identifiably Yamaha as the Katana is Suzuki — except they don't have the problem of everyone else copying it! The new-to-Europe 550 water-cooled V-twin was right next door — but I just wonder how long it takes to remove that rear exhaust pipe — or even if you can!?

The Katana look has now arrived at BMW, who showed a range of restyled models with obvious samurai influence. They did, however, have one styling exercise of their own, the "Bike 2000" touring concept machine that attracted a great deal of attention. Will we ever see it in production? Well, wasn't the Katana just a styling exercise when it first was shown to the public two years ago...?

From Ancilotti to Villa, through such immediately forgettable names as All Cars, Moto Biro's (sic) and Puki-motor (really), the Italian bike industry is thriving. Milan '81 showed the world of motorcycling would be a great deal poorer without this innovative and evolutionary collection of manufacturers.

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January 13, 1982 CYCLE NEWS

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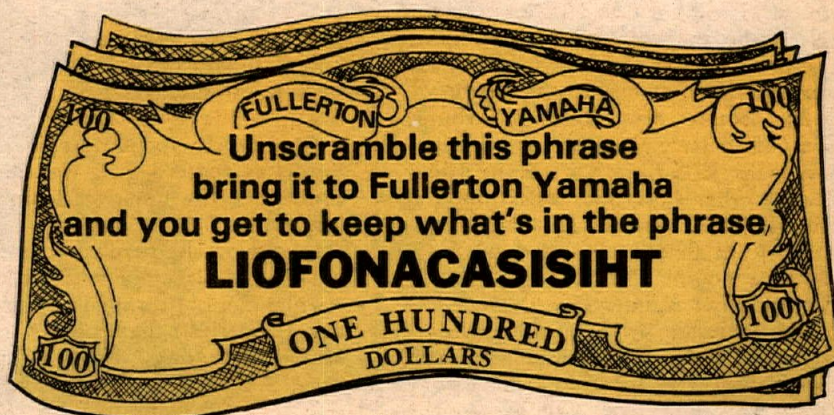
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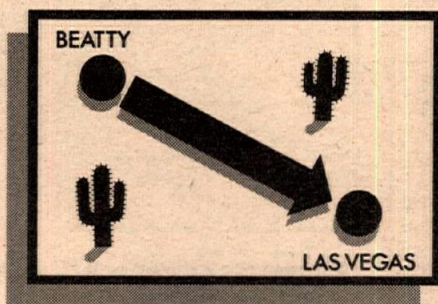


Chuck Stearns and Jeff Kaplan win Beatty to Las Vegas desert run on new Honda production CR's.



Team Honda wins one day, no frills trip to Las Vegas.

January 13, 1982 CYCLE NEWS



The competition was tough, the terrain was tougher and the weather was the toughest.

But nothing could stop Chuck Stearns and Jeff Kaplan from winning the grueling 100 mile Beatty to Las Vegas desert run.

Both Chuck and Jeff flew into Las Vegas on a pair of Honda's powerful new 1982 CR's.

A trip which featured rain, snow, freezing temperatures and some of the worst terrain in the country. Conditions which broke most of the competition even before they got to Las Vegas. But didn't seem to affect Chuck, Jeff or their 1982 CR's.

In fact, both had already picked up their trophies while the competition was still picking up the pieces.

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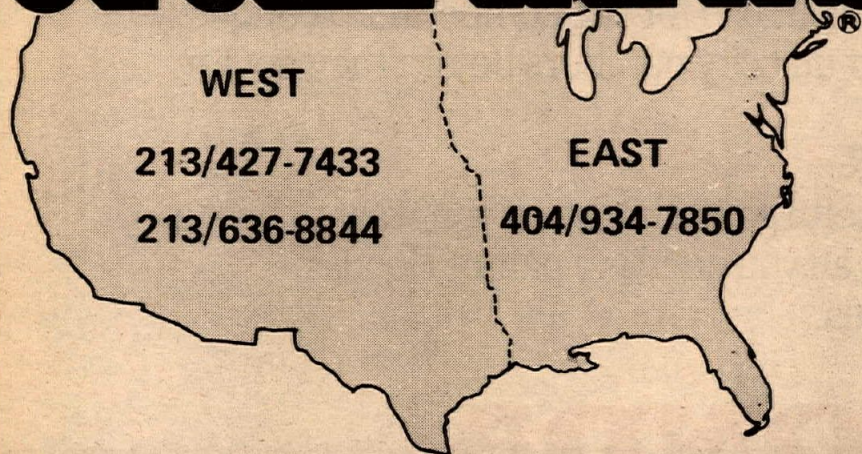
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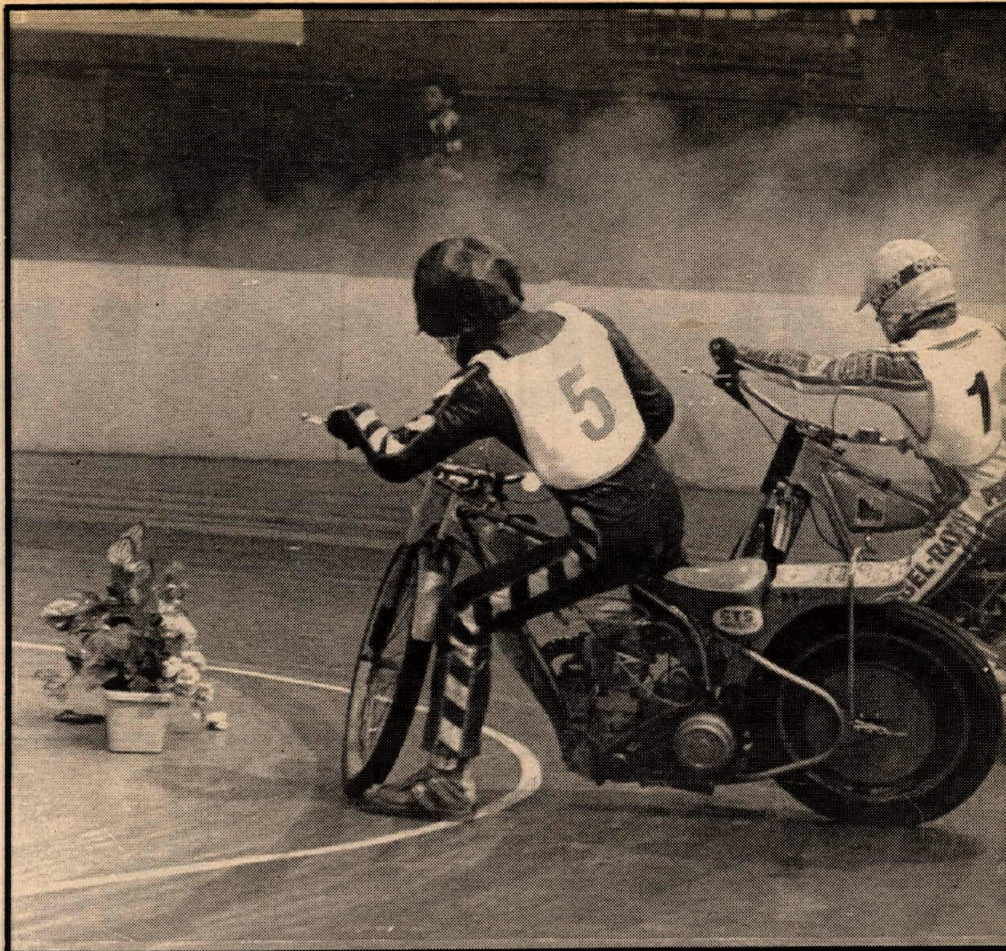
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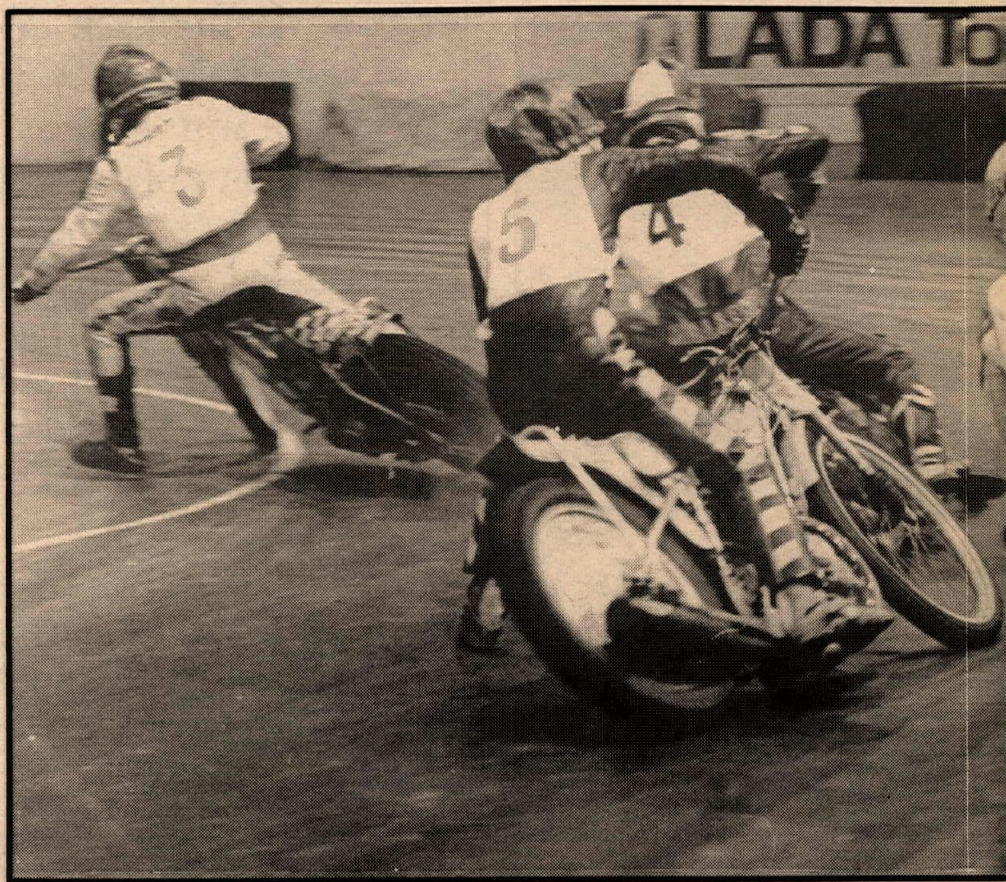
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(Above) Bruce Penhall (1) leads here, but in another race (below) he finds himself troubles all night and he only scored three points, but his World Select team beat boogies at intermission.



Kings of the cc

By John Hipkiss

LONDON, ENGLAND, NOV. 29

On the world's smallest speedway circuit, Bruce Penhall's World Select team beat Peter Collins' Lions 45-32, but for the World Champion his flying visit back to England wasn't a particularly happy one as he looked most unhappy on the glazed concrete surface. Captain Penhall had problems with the dreaded wheel-spin, which sent riders every way but forward and his score was kept down to just three points.

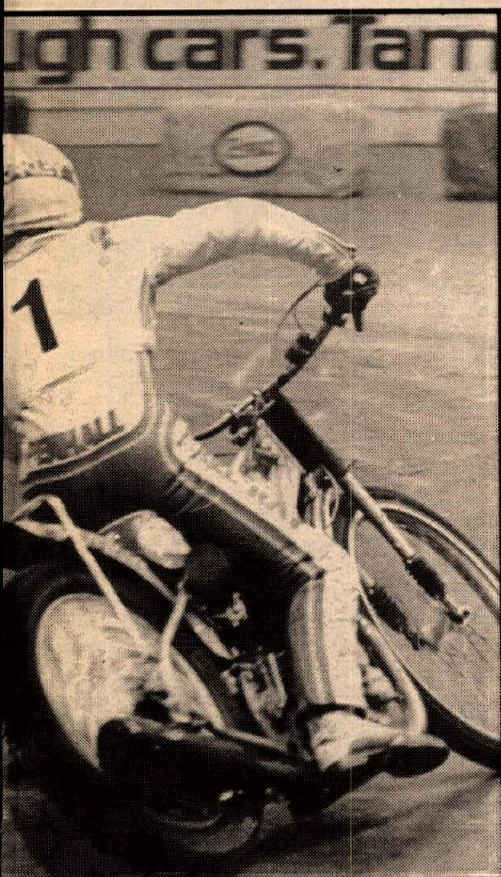
But it was the World Champ who featured in the most exciting race of the

afternoon, when he was no more than a yard behind the second placed man and still finished last.

Speedway fans packed into the Wembley Arena to take a look at the only action during the long winter months of this the third annual indoor speedway meeting on the tiny 118-yard concrete track. They were treated to some spec-



ailing the pack. Penhall had traction
eter Collins' Lions. (Inset) Penhall



Concrete

tacular action. Though it can't be compared to the real thrill of the shale sport, it still has its own type of appeal as riders did 360s and often fell. The whole affair took on a fun, fair-type atmosphere.

Penhall's only previous appearance on the indoor circuit was in 1979 when he suffered a cracked rib and it seemed apparent that this was probably still in his mind, however effort was made by all the riders on this unusual surface.

Like Penhall, former world champ Peter Collins struggled to find any grip, and wished co-promoter Barry Briggs had allowed him to use his "secret weapon," an XT250 Yamaha engine in a speedway frame, which could have given more usable power than the normal 500cc engines. However, the promoters banned its use.

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Desert Hotline



(Left to right) Open class champ Grant Palenske, top 250cc rider Garner Palenske and 200cc titleholder Tracy Walters.

**Second Senior on Saturday, Jay
Tullis flies down a trail.**


Miller masters CEA Last Chance D-37/Golden State enduro finale

By Ed Regehr

RED MOUNTAIN, CA, DEC. 5-6

Husky-sponsored Jon Miller rode consistently both days to win the two day overall, with a score of four, edging out northern California rider Dave Bertram (5) and Spectro/Super Seer/ND/DMG Maico-sponsored Grant Palenske, who carded a 6, in the Double Last Chance Enduro, hosted by the California Enduro Association.

The enduro was divided into two separate runs, with overall and class winners each day. District points were awarded each day, but Golden State points were awarded on your overall standing at the end of two days.

Saturday

Hi-Desert Kawasaki-sponsored Tracy Walters once again proved that a small bike can get the job done, by taking his second overall win, and his fourth 200cc A win of the year, with a score of 1/07.

Just missing out on his first district overall was KRW/Super Seer/Kal-Gard/DMG Maico-sponsored Garner Palenske, with a score of 1/36. Even though he did not win the overall, he still won the 250cc A class, which was all he needed to lock up the number

one plate in the 250cc class for the second year in a row.

Can-Am-mounted Greg Newland put in his best ride of the year, losing 1/72, for third overall and first Open A, with Jon Miller dropping two, on his way to second Open A and fifth overall, while Nelson Bros./Husky-sponsored Dave Bertram made the trip from up north worthwhile, losing three points, good for third in the Open class.

In the 250cc A class, Palenske was followed by Can-Am-mounted Craig Lair, who put in his best ride since becoming an A rider, with a score of 1/87. In the third slot was KTM-mounted Jaime Litton, carding a three.

Behind 200cc A class winner Walters were Joe Bonnello (6), who has just moved up to the A ranks, and Hesperia's Ron Reinholdson (6), aboard his Kawasaki.

The Senior class number one plate race tightened up a whole bunch, when Yamaha-mounted Ron Fry (3) took the win. Honda-mounted Jay Tullis (8) slipped to a tie in the point standings when he ended up second behind Fry. Finishing third was Don McNamee, with a score of nine.

The contenders for the number one Four-stroke plate were not in the top three, as Tom Getzfrid (5) thumped his way to the win, followed by John Poor, Jr. (6), and Yamaha-mounted Mike Haney (7).

The course consisted of three loops. The first loop was 27 miles long, and went to the sand hills. The second loop was 40 miles long, and went on some trails out around Charlie's Place, while the third loop was 43 miles long, and

used a lot of last month's National third loop in the Rand Mountains. The speed averages were just about right in the sand hills, with most A riders hustling to stay on time, as it was quite tight and at 24 mph. The averages were a bit slow on the second loop, with the only fast speeds in open desert. The averages were good on the third loop, with one long special test at 24 mph which caught most A riders late.

Sunday

The weather remained the same as the day before, with clear skies, the temperature in the mid-70's, and no wind. The course remained the same, except that it was ridden in the opposite direction, and had nice berms built up. The speed averages were changed a little, with the special test on the third loop being run at 30 mph.

The one thing that did not remain the same were the winners, as Bertram made himself right at home amongst the pucker bushes and whoop-de-doo's, to nail down the overall and Open A win, with a score of 2/94. His total score for both days of 5, which was good for second overall, also was good enough to win the number one plate in the Golden State Series. Congratulations, Dave.

Narrowly missing out on the overall was Grant Palenske with a score of 2/106. This put the icing on the cake for Grant, as he had locked up the number one Open plate at Training Wheels enduro. The third slot in the Open A class went to the overall winner for both days, Jon Miller (2/112).

In the 250cc A class, KTM-mounted Bill Fullmer, Jr. dropped three to take the win, after seeing his chance for number one 200cc go down the drain when his Yamaha lost a transmission on Saturday. Yamaha-mounted Jon Speight dropped five points for second, while Maico-mounted Mark Cook lost six points for third.

The determination award goes to a 250cc A rider, Yamaha-mounted Mike Garrett, who had a chance for the number one plate, and rode this entire event with two separated shoulders. One he received at Training Wheels enduro, the other, trail riding last weekend. He finished both days.

Garner Palenske seized the lower end in the special test on the third loop.

The 200cc A class was won by the D-37 enduro steward, Yamaha-mounted Jerry Bailey, with a score of 10, followed by Kawasaki-mounted Ron Reinholdson, with a score of 14.

Tracy Walters broke his frame in half on the second loop.

In the Senior class, the win went to Wheelsmith Maico-sponsored Harry Keast (11/330), but the real story is that Yamaha-mounted Ron Fry locked up the number one plate with his second place finish. Third was taken by Husky-mounted Curt Horst (15).

Tullis lost a transmission on the second loop, but was on hand at the finish to congratulate the new number one.

Another number one plate was settled when Al Baker-sponsored Jerry Counts (13) thumped his Honda XR250R to second place in the Four-stroke class, just a slot ahead of Kawasaki-mounted Fred Hayes (19), enabling Jerry to earn the number one plate. Taking the win was John Poor, Jr. (11).

I would like to congratulate all the number one plates for having the consistency and luck that it takes to end up on top. Again, the number ones are Grant Palenske (Open), Garner Palenske (250cc), Tracy Walters (200cc), Ron Fry (Senior), and Jerry Counts (Four-stroke).

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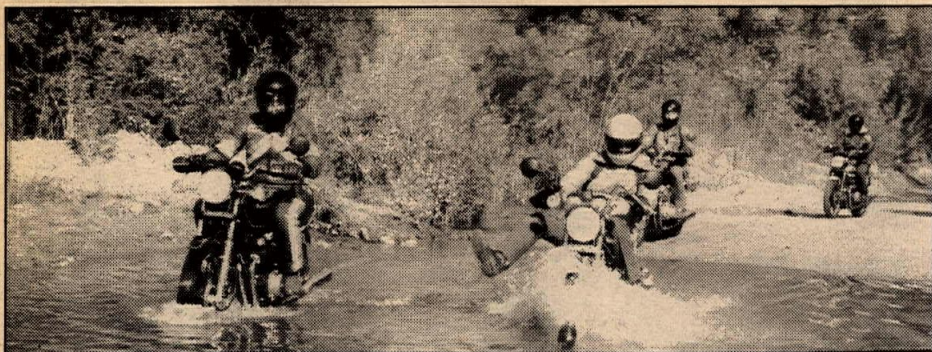
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Industry road riders ford a swollen stream.

Tarantino tops Pros at DeAnza MX

By Kit Palmer

SUNNYMEAD, CA, DEC. 6

LOP's Jim Tarantino (Hon) used a 2-1 score to top Malcolm Smith's Don Griewe (Hus), who placed 1-2, in the 250cc Pro class last Sunday at DeAnza Cycle Park. But it wasn't as simple as it sounds.

When the gate dropped for moto one it was Griewe who roosted into the lead with Tarantino, Paul Sedler (Kaw), Rob Tolleson (Yam) and Scott Wilkinson (Hon) in pursuit. During the hectic first couple of turns Tarantino dropped back a few positions but forced his way up to second by the end of the first lap. Griewe felt the pressure of Tarantino early in the race but never gave an inch to the aggressive Honda rider. As the two leaders fought, the battle over third was in high gear. Sedler managed to hold back Tolleson until the ninth lap when Tolleson snuck past, taking over the third spot. For the remaining few laps Tarantino was able to get alongside Griewe but never in front. When the checkered flag appeared Griewe had a half-bikelenlength lead over the second place finisher Tarantino. Third went to Tolleson while Sedler settled for fourth.

Knowing he had to win the second moto to take first overall, Tarantino quickly jumped into the lead ahead of Griewe, Tolleson and Wilkinson. Griewe put some pressure on Tarantino early in the moto but lost some distance in the later laps, unable to match the leader's pace. At the finish Tarantino took the win and overall while Griewe settled for second. Wilkinson took third but Tolleson's 3-4 score topped the 5-3 tally of Wilkinson.

In the Open Pro class it was Griewe who completely dominated, winning both motos with ease. Second went to Michael Curry (Hon) while Arden Hadley took third.

Kevin Montgomery (Suz) jammed into the lead of the first moto in the 125cc Novice class with rival John Cushingham (Suz) hot on his tracks. In third was John Bonacci (Hon) with Mark Wiedeman (Suz) in fourth. The battle over the lead was fierce but as the moto progressed Montgomery found himself with a fairly comfortable lead. Wiedeman took over the third spot just before Bonacci dropped out on the sixth lap. Montgomery went on to take the win while Cushingham and Wiedeman followed.

At the start of moto two it was Cushingham who grabbed the lead ahead of Montgomery, Jeff Smith (Suz) and Wiedeman. Montgomery began to challenge Cushingham for the lead, soon taking over the top spot on the third lap. But Cushingham never gave up by pressuring Montgomery throughout the moto. In the end it was Montgomery

who crossed the finish line first with only a narrow margin over second. Wiedeman managed to slip past Smith on the last lap, taking third.

Results

PEE WEE: 1. Troy Tenmson (Yam); 2. Wayne Smith (Hon); 3. Sheila Sieman (Yam).
JR CYCLE: 1. Bubba Erickson (Yam); 2. Buddy Antunez (Yam); 3. Adam Fitzgerald (Yam).
MINI BEG: 1. Bubba Erickson (Yam); 2. Tim Young (Yam); 3. Robert Cadwell (Yam).
MINI NOV: 1. Mike Fitzgerald (Yam); 2. Gene Baldwin (Yam); 3. Roy Chambers (Yam).
125 BEG: 1. Jim Owen (Suz); 2. Alex Lopez (Suz); 3. Ken Coleman (Suz).
125 NOV: 1. Kevin Montgomery (Suz); 2. John Cushingham (Suz); 3. Mark Wiedeman (Suz).
125 INT: 1. Jake Roach (Suz); 2. Jim Kohara (Suz); 3. Mike Roberts (Yam).
125 PRO: 1. Randy Yetto (Yam); 2. Chris Scott (Suz); 3. Donnie Sigrist (Suz).
250 BEG: 1. John Gable (Suz); 2. Danny Morales (Yam); 3. Steve Christensen (Hon).
250 NOV: 1. Dave Jones (Yam); 2. Rick Hughes; 3. Roger Kokos (Hon).
250 INT: 1. Kinney Jones (Hon); 2. Tommy Hodgins (Suz); 3. Kelly McGuire (Yam).
250 PRO: 1. Jim Tarantino (Hon); 2. Don Griewe (Hus); 3. Rob Tolleson (Yam).
OPEN NOV: 1. Bill McLawson (Yam); 2. Ray McNeil (Hon); 3. Allen Popoff (Yam).
OPEN INT: 1. Ron Lawson (Hus); 2. Verlin Van Zee (Mail); 3. Terry Davis (Mail).
OPEN PRO: 1. Don Griewe (Hus); 2. Michael Curry (Hon); 3. Arden Hadley (Hon).
VETS JR: 1. Mike Knox (Hus); 2. Dennis Parker (Yam); 3. Gary Rupp (Suz).
VET INT: 1. William Cline (Hus); 2. Glade Goodrich (Kaw); 3. Larry Lowen (Suz).
VET SR: 1. Rick Sieman (Suz); 2. Jack Cocking (Kaw); 3. Ed Mitchetti (Mail).

Industry execs gather for road ride

By Eric Anderson

LAGUNA HILLS, CA, DEC. 6

No big cars, three-piece suits or briefcases showed up at the first Annual Industry Ride starting point in Laguna Hills. Executives traditionally seated behind a corporate-level desk or around a Motorcycle Industry Council conference table littered with agendas, proposals and lukewarm coffee, donned their leathers, helmets and gloves for a 200 mile leisurely paced cruise through some virtually undiscovered backroads of southern California.

An after-hours brainstorming session several months ago between Roxy Rockwood (AMCO), Tony McAndrew (Continental), and Don Graves (Interpart) culminated in the form of 50 decked out motorcycles and riders anxious for a well-deserved day of recreational activity. The destination was Don Graves' Valley Center ranch in north San Diego county. Activities along the way included a poker run, taste testing smoked marlin at Fallbrook's Packing House Restaurant, some scenic road riding, and watching Russ Collins surf his CBX through a little-too-deep water crossing on the De Luz Road near Temecula.

Industry participants from the following companies were represented: Interpart, S&W Engineered Products, R.C. Engineering, Martek, Motorcycle Dealernews, Kawasaki Motor Corporation, Yamaha Motor Corporation, BMW North America,

AMCO, Continental Products, and the Motorcycle Industry Council. Yamaha's Al Rhodes walked away \$25 richer with a winning poker hand while the balance of the \$5.00 per bike donation was given to Hank Scott Get Well Fund.

The Graves' staged a real chuckwagon feed that stuffed all the vacant spots in the famished, but satisfied industry riders. It was an unusual get-together because of its social, rather than business atmosphere; and those bench racing stories really flew. Look for another industry ride — this time an overnigher — in April 1982. Cheers to the motorcycle industry folks. They're keeping it all together tool

Banning, Hardick, Myerscough first and fast at SSM

By Terry Whytal

ORANGE, CA, DEC. 5

Newly-signed Honda Team member Brian Myerscough demonstrated his motocross mastery at this week's Saddleback Saturday MX by topping both rounds of the 125cc Pro class despite strong competition from La Habra Yamaha's Mike Beier.

Suzuki test rider Clint Hardick used the latest water-cooled Floater to capture the overall win in the tough 250cc Pro race while Steve Banning powered his 465cc Suzuki to the Open Pro victory.

Myerscough just flat motored away with the first 125cc moto, opening up a 40 second lead on second placed Beier, then cruising to the checkers. Beier held a secure runner-up spot at the finish as Suzuki riders Gary Bowman and Tony Gomez battled for third place, with Bowman getting the nod.

Round two opened with a replay of the Myerscough-Beier 1-2 punch but this time Beier stayed close enough to pressure the former minibike star and actually closed near the mid-point. Myerscough was unfazed however, and danced across the finish as Beier faded slightly in the final laps. Gomez crossed the line third to earn the third place share of the cash while Bowman had to settle for fourth.

A four-rider battle raged throughout the 250cc Pro race as Can-Am's Juan Benavidez, Honda's Jim Tarantino, Yamaha rising star Rick Johnson and Suzuki ace Hardick duelled for the lead. Hardick edged Tarantino in round one action as Johnson motored across the line third and Benavidez blasted his way to fourth.

Johnson came to the line determined to improve on his first moto performance and he quickly moved into the lead, trailed by Hardick, Tarantino and Benavidez. Johnson never looked back as he kept his YZ tapped out and screaming all the way to the flag.

The intense battle for second place kept Hardick within striking distance of Johnson but he settled for second place for the moto since it insured the overall victory. Johnson went home with second place money, Tarantino grabbed third and Benavidez earned fourth ahead of Yamaha-mounted Gary Jones.

Maico rider Kevin Davis powered to the first Open Pro win ahead of Husky loyalist Brent Wallingsford. Maico-mounted Brian Vargus dueled Suzuki pilot Steve Banning for third place at the flag with Vargus reaching the line first.

Banning adjusted a bit better to his first ride on a Suzuki and motored to

the second round win as Davis DNF with mechanical problems. Maico rider Bill Jewell followed Banning to the checkers as Vargus again placed third. Banning's 4-1 score was good enough for first overall. "I can't believe it!" Banning exclaimed as he picked up his share of the purse. Vargus earned second overall, and Wallingsford was third.

The Vet Expert race pitted Suzuki riders Marvin Olson and Bert Wehr and T. White. Olson led most of the first moto, especially where it counts. At the checkers. White crossed the line second ahead of a charging Wehr.

Olson ran into problems in the second moto as did BSA rider Chuck "Feets" Minert, giving White the win and first overall ahead of Wehr. Olson finished third and Minert grabbed fourth.

Results

OPEN PRO: 1. Steve Banning (Suz); 2. Brian Vargus (Mail); 3. Brent Wallingsford (Hus).
250 PRO: 1. Clint Hardick (Suz); 2. Rick Johnson (Yam); 3. Jim Tarantino (Hon).
125cc PRO: 1. Brian Myerscough (Hon); 2. Mike Beier (Yam); 3. Tony Gomez (Suz).
OUTLAW: 1. Terry Whytal (Yam); 2. Dan Basnett (Yam).
OPEN INT: 1. Tibor Papp (Yam); 2. Kelly Saulie (Yam); 3. Jim Beltinck (Mail).
250 INT: 1. Bill Glore (Hus); 2. Steve Gilbert (Yam); 3. Steve Russel (Suz).
125 INT: 1. Rudy Dickinson (Suz); 2. Mike Fischer (Suz); 3. Ryan Roberts (Yam).
VET EX: 1. T. White (Suz); 2. Bert Wehr (Suz); 3. Marvin Olson (Suz).
VET INT: 1. Jody Weisel (Suz); 2. Lorie Watson (Suz); 3. John Tartaglia (Mail).
VET NOV: 1. Robert Berdyck (Mail); 2. James Banning (Suz); 3. Mark Canada (Mail).
OPEN NOV: 1. Mark Hall (Yam); 2. Don Ambrose (Mail); 3. Edward Herrera (Yam).
250 NOV: 1. Mark Buchy (Hus); 2. Steve Gabrielson (Yam); 3. William Kelly (Yam).
125 NOV: 1. Jimmy Palmer (Yam); 2. Kenny Clifton (Suz); 3. Rodger McDaniel (Suz).
250 BEG: 1. Mark Davenport (Suz); 2. Larry Labrot (Yam); 3. Gary Dennis (Yam).
125 BEG: 1. Dennis Chafe (Yam); 2. Tom Adkins (Suz); 3. Rick Martin (Yam).
MINI EX: 1. Rick Hemme (Suz); 2. Bruce Bunch (Suz); 3. Paul Denis (Kaw).
MINI INT: 1. Jason Prater (Yam); 2. John Gerjes (Kaw); 3. Dave Trager (Yam).
MINI NOV: 1. Gordon Keller (Yam); 2. Anthony French (Yam); 3. Jeff Clifton (Yam).
MINI BEG: 1. Jeff Kent (Kaw); 2. Frank Menges (Kaw); 3. Todd Thomas (Kaw).

North High continues winning ways at Corona HSMX

By Kit Palmer

CORONA, CA, DEC. 4

Doing what they like best, North High continued their winning ways by dominating the high school MX action at Corona Raceway. North gathered 288 points toward their victory ahead of second place finisher Redlands with 154. Only 16 points separated the second place school of Redlands and the third and fourth place schools of Poly and Mater Dei, 149-138.

One of the more point-productive classes of the night for North came from the 125cc Novice class when Scott Mapes (Kaw) and James Conti (Hon) took a 1-2 sweep ahead of third place finisher Charles Gurbino of Poly. Mapes won both motos while Conti took second each time out.

The 175cc Senior class saw a very exciting battle between Mater Dei's Vince McMahon (Yam) and Poly's Joe Rincon (Kaw). McMahon grabbed the holeshot in both motos followed closely by Rincon and North's Phil Pia. The two leaders ran away, engaged in a duel for the top spot. But McMahon's quick pace was a bit too much for Rincon as McMahon went on to narrowly take the win in both motos. Pia finished third.

Chad Barnes (Kaw) of Mater Dei took the victory in each moto of the Mini Novice class while Jim Spas

(Yam), another Mater Dei rider, finished behind Barnes in both motos, taking second overall. Greg McPeak (Yam) of Poly combined a 3-4 score to capture third.

Eric MacCracken (Yam) of Malcolm Smith products continued to dominate the 250cc Pro class by winning both motos ahead of Yamaha-mounted Rick Rodgers. MacCracken grabbed the holeshot in both motos with Rodgers closely lurking behind. Rodgers' chances of taking the overall ended in the second moto when he dropped out while challenging MacCracken for the lead.

In the first moto of the 250cc Intermediate class, Rick Vanderham (Yam) roosted his way into the lead with Alan McCown (Kaw) and Kinney Jones (Hon) pursuing. But on the third lap Vanderham gave up his lead to McCown who eventually won. Vanderham finished second while Jones held onto third.

When the gate dropped for the second moto it was McCown who stole the lead ahead of Vanderham and Jones. But Vanderham's go-for-it riding style enabled him to take over the lead on the fourth lap. Jones also put the move on McCown a lap later capturing second. Vanderham held on for his 2-1 win while McCown's 1-3 combo bested Jones' 3-2.

Results

HIGH SCHOOL

MINI NOV: 1. Chad Barnes (Kaw); 2. Jim Spas (Yam); 3. Greg McPeak (Kaw).

MINI SR: 1. Andy Castro (kaw); 2. Gary Dent (Yam); 3. Steve Caudill (Yam).

100 SR: 1. Cliff Walter (Yam); 2. Tony Martinez; 3. Paul Chacon (Yam).

125 NOV: 1. Scott Mapes (Kaw); 2. James Conti (Hon); 3. Charles Gurbino.

125 INT: 1. Brett Jacobs (Yam); 2. Phil Pia (Kaw); 3. Mark Sautter (Yam).

125 SR: 1. Joe Rincon (Kaw); 2. Vince McMahon (Yam); 3. Scott Burns (Suz).

175 NOV: 1. James Conti (Hon); 2. Scott Mapes (Kaw); 3. Robert Yslava (Suz).

175 INT: 1. Paul Hermaw (Suz); 2. Scott Burns (Suz); 3. David Speer (Yam).

175 SR: 1. Vince McMahon (Yam); 2. Joe Rincon (Kaw); 3. Phil Pia (Kaw).

250 NOV: 1. Joe Solis; 2. John Brubaker; 3. Jeff LaScha.

500 SR: 1. Tom Hodgkin (Suz); 2. Joseph Butler; 3. Mike Upton.

UNATTACHED

MINI NOV: 1. Mike Fitzgerald (Yam); 2. Greg Flanagan (Kaw); 3. Terry Szucsko (Yam).

MINI BEG: 1. Steve Dezwart (Yam); 2. Ron Jordan (Yam); 3. Jim Spas (Yam).

MINI INT: 1. Dan Hovis (Yam); 2. Roger Ebling (Kaw); 3. Mike Roberts (Yam).

125 BEG: 1. Mike Craine (Suz); 2. Alex Lopez (Suz); 3. Daniel Stevenson (Suz).

125 BEG: 1. Kenny Gerry (Yam); 2. David Turk (Yam); 3. Jerry Fisher (Hon).

125 NOV: 1. Gerry Lattimer (Yam); 2. Ernie Townsend (Yam); 3. Eric Sackett (Yam).

125 INT: 1. Bruce Harerow (Suz); 2. Con Berner (Yam); 3. Mark Decker (Yam).

250 BEG: 1. John Gable (Suz); 2. Larry Boyd (Hon); 3. Dave Griene.

250 NOV: 1. Dale Himmelrich; 2. Bobby King; 3. Brent Lloyd.

250 INT: 1. Rick Vanderham (Yam); 2. Alan McCown (Kaw); 3. Kinney Jones (Hon).

250 PRO: 1. Eric MacCracken (Yam); 2. Rick Rodgers (Yam).

500 BEG: 1. Anthony Sanchez (Suz); 2. Tom Sawyer (Yam).

500 NOV: 1. Paul Schreffler (Hon); 2. Carry Wells (Suz).

500 INT: 1. Gary Gonzales; 2. Bob Tippet (Yam); 3. Verlin Van Zee (Mai).

'Big O' sweeps SRA GP

By Sue Senn

RIVERSIDE, CA, NOV. 30

The Southland Racing Association wound up their 1981 calendar under bright blue skies and breezy cool air at Riverside International Raceway where Bruce Ogilvie was untouchable and awesome as he literally ran away from 100 riders in the Open class, 29 of which were Experts and in direct competition with Ogilvie.

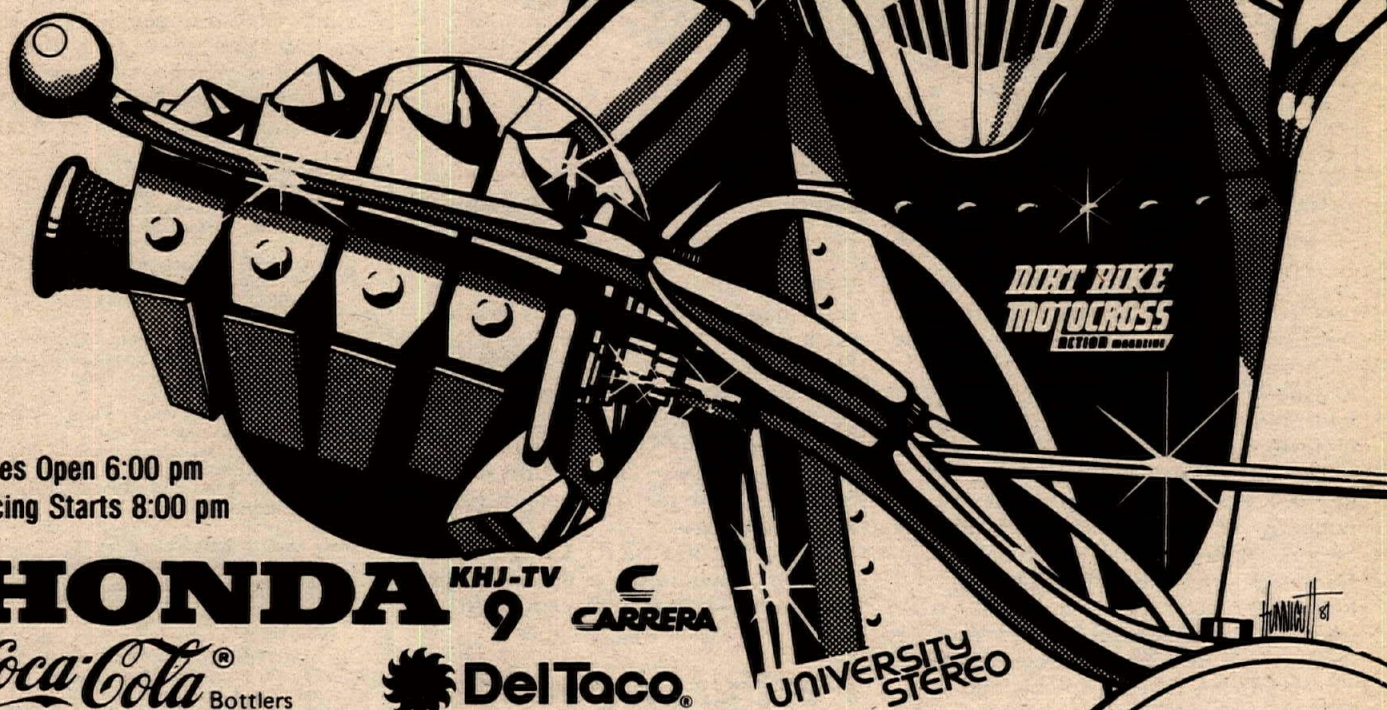
The first race of the day was the 250cc race and after a couple laps of confusion, due to a chicane becoming part of the course that had been omitted during

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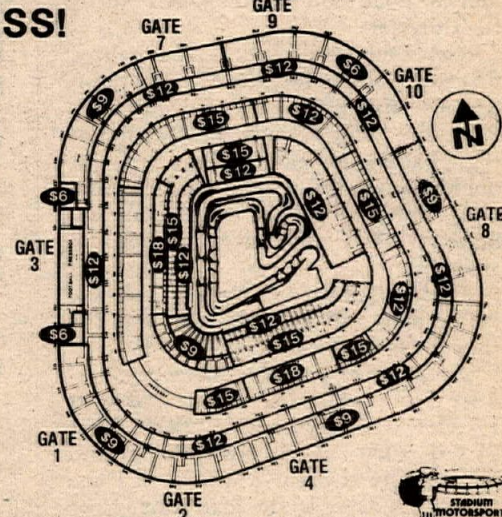
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Western hotline



A mudhole takes its toll during CRC motocross competition at Indian Dunes.

practice, the infamous Mike "666" Sixbery took the lead and ached Craig Adams for this win.

During practice the finish chicane had been omitted to protect haybales and to keep things running smoothly. Unfortunately, many riders did not listen to Marty Fisher's instructions given at the beginning of the race over the bullhorn. On the first lap, many riders became confused and went through ribbons and around barricades trying to follow the practice course instead of going through the chicane which is a necessity for finish line number takers. Finish officials reacted quickly and rebuilt the chicane into the practice course and the confusion had mellowed out by the third lap.

Rick Rodgers had the lead for those first two laps then went out for unknown reasons. Sixbery took the lead with Greg Fountain, Craig Adams and Bryan Statham battling for second. Fountain went out and at the finish there was a tremendous effort between Sixbery, Adams and Statham who finished in that order and that close.

The second race of the day was the 200cc race and as usual, this was the race for spectators.

The Premier Yamaha/Roy's Boys Race Team, consisting of Kent and Scott Pfeiffer, who captured SCORE's Class 21 Baja 1000 win and Kurt Pfeiffer and Mike "Billy" Goodwin who took Class 20 honors, were in the lead during the first lap. Kent went out, Kurt went down and Scott and Billy were passed by Mark Heth and Kevin Case, who moved out front and began a side-by-side battle that lasted the entire hour. Scott dropped back and began to battle with brother Kurt and the two top Amateurs, John Esposito and Ritch Suitor. Rob Hall and Rob Miller joined Billy and began a tremendous battle for third. Meanwhile, Heth and Case developed an astounding lead while maintaining their side-by-side battle at amazing speed. Donnie Morrison had a rotten start but soon worked his way up to the fun before going out with mechanical problems. Esposito ran out of gas, leaving the first Amateur spot to Suitor who finished that last lap with a broken wrist.

At the finish it was Heth, Case, Hall, Goodwin, Miller, Tim Sinclair, Scott Pfeiffer, Kurt Pfeiffer and Ritch Suitor. Top Novice rider was Rusty Loyd.

DG's Todd Campbell ran away with the Mini race. Dave Trager, riding for Bellflower Yamaha, ached Dale's Modern Cycle rider Shannon Shamblin for second place but not easily.

The Open race was monopolized by the legendary Ogilvie, who rode the same

Yamaha that he rode in the ISDE competition in Europe. The "Big O" washed the bike, put a different pipe on it and brought it out to see how it would run. Like a rocket is how it ran. Ogilvie thanks Dale's Modern Cycle, Hallman, White Bros. and Dunlop for their aid and he is openly seeking support due to Yamaha's cutback for support riders for the 1982 season.

Out of the 30 Experts, Craig Adams who ran second for five of the seven laps, went out and was replaced by Steve Glatts and "Wild Bill" Holmes.

Pettigrew pounds Pros at DeAnza MX

By Kit Palmer

SUNNYMEAD, CA, NOV. 29

What began as slimy, mud-sliding conditions last week at DeAnza Cycle Park turned into a perfect, cool but sunny, dust-free day at the races.

As the sun started to peak through the disintegrating clouds the first moto of the combined 125 and 250cc Pro action got underway. Randy Yetto, on a 125cc Yamaha, jumped into the lead ahead of a duo of 250cc riders, Danny Sanchez (C-A) and Dave Pettigrew (Suz). In fourth was 125cc Yamaha rider Richard Hoffman, riding for Dale's Modern Cycle. Yetto quickly extended his lead letting the rest of the pack battle over second. The next few laps Pettigrew kept heavy pressure on Sanchez, soon taking over the second place position. Sanchez's problems continued when he had to contend with the hard charge of Hoffman. The Can-Am pilot managed to hold off Hoffman throughout most of the race but gave in when Hoffman out-braked Sanchez on the downhill to take over third. Yetto went on to take the easy win followed by Pettigrew, Hoffman and Sanchez.

At the start of moto two it was Pettigrew who jammed into the lead with Sanchez, Yetto and Hoffman in pursuit. Yetto's chances of taking first overall ended early when he suffered mechanical difficulties on the second lap, dropping him out of contention. Hoffman slipped past Sanchez in the early goings, then engaged in a one-on-one duel with Pettigrew. For the remaining 11 laps Hoffman tried to stuff it past Pettigrew but to no avail. Pettigrew took the win and overall followed by Hoffman, Sanchez and Yetto.

In the 125cc Intermediate class Mark Horton (Yam) of Y.O.C. Racing won a fierce battle over Suzuki-mounted Kim Douglass. Douglass in the first moto, managed to put pressure on Horton throughout the moto but the Yamaha rider never let up, taking the win just ahead of Douglass. Third place went to Mark Milam (Yam).

The second moto was a replica of the first moto as Horton captured the win while Douglass finished a close second. Again consistent riding by Milam placed him third.

Jimmy Palmer (Yam) styled to victory in the 125cc Novice class by trading wins with another Yamaha ride, Clay Langhurst. Palmer's 2-1 combination gave him first overall while Langhurst's 1-2 score was good for second. Third place went to Kevin Montgomery (Suz) with a 3-3 tally.

Results

PEE WEES: 1. Mark Hoopingartner (Itj); 2. Sean Hunt (Yam); 3. Scott Johnson (Hon).

PEE WEES: 1. Stacey Hardesty (Yam); 2. Jeff Knox (Suz).

JR CYCLES: 1. Wesley Klein (Yam); 2. Chris Lowen (Yam); 3. Jason Thomas (Suz).

MINI BEG: 1. Alex Mansfield (Yam); 2. Jeff David (Yam); 3. Roby Barker (Kaw).

MINI NOV: 1. Mike Fitzgerald (Yam); 2. Keith Morabito (Yam); 3. Darren Hoopingartner (Kaw).

125 BEG: 1. Alan Hurwit (Suz); 2. Arthur Duarte (Yam); 3. Jay Thill (Yam).

125 NOV: 1. Jimmy Palmer (Yam); 2. Clay Langhurst (Yam); 3. Kevin Montgomery (Suz).

125 INT: 1. Mark Horton (Yam); 2. Kim Douglass (Suz); 3. Mark Milam (Yam).

250 BEG: 1. Maurice Woods (Hon); 2. Steve Christensen (Hon); 3. Dan Smith.

250 NOV: 1. Dino Provenghi (Hon); 2. Mark Montgomery (Kaw); 3. Scott Foster (Hon).

OPEN BEG: 1. Patrick Smith (Yam); 2. Brad Eli (Yam); 3. Mark Torricelli (Kaw).

OPEN NOV: 1. James Alexander (Yam); 2. David Wilson; 3. Roger Koko's (Hon).

OPEN PRO: 1. Dave Pettigrew (Suz); 2. Richard Hoffman (Yam); 3. Randy Yetto (Yam).

VET JR: 1. Dennis David (Yam); 2. James Mc Connell (Suz); 3. Mike Knox (Hus).

VET INT: 1. David Wilson (Yam); 2. Richard Burley (Hon).

VET EX: 1. John White (Hus); 2. Ron Brehm (Yam); 3. Dennis Rosenberg (Yam).

Johnson jumps to CRC Dunes MX win

By Lee Taylor

VALENCIA, CA, NOV. 29

Racers are family, and the Sunday after Thanksgiving, a large group of California Racing Club riders gathered at Indian Dunes for a special reason, beyond that of racing. A raffle was put together by the California Racing Club through the generosity of many sponsors, the proceeds going to desert racer Rich Tieben who was seriously injured in a race September 20.

Among the sponsors who cared enough to be involved were several Yamaha dealers, J.T. Racing, Answer Products and the Sizzler Steakhouse. The list goes on and on, with over 80 prizes raffled off. In addition, a \$1,000 purse was up for grabs, drawing many of the Southland's finest Pros.

What lay in store for the racers, despite heavy grading by Indian Dunes, was an International Track with enough booby traps disguised as mud holes to waylay James Bond. Racers in every class developed into amphibians; if their bikes sank, at least they could swim out. One Novice rider started to sink in the mud and when his handlebars began to disappear he tried to walk away from his bike only to find both legs stuck, unable to budge. When the rest of his class unceremoniously splashed on by, some friends came to his aid, and freeing first one leg then the other, he made it to dry ground.

The first time out of the gate, Eric MacCracken, riding for Malcolm Smith, took control and held Johnson to second and Whelchel to third. Johnson and Whelchel soon made their move past MacCracken and into their own private race, leaving MacCracken washed out in one of the mudholes.

The Johnson-Whelchel duel was heavy with wheel-to-wheel action every inch of the course. Whelchel finally made his move and snatched the lead only to find himself forced to bow out with an engine gone south.

Johnson, back in control, commanded a superb lead and left a "do-or-die" duel for second between Kolbe entry Juan Benavidez and Erin Buskirk, aboard a Sunshine Yamaha mount. Benavidez was really winding it out and closing fast on Johnson, threatening to take control.

When the finish line loomed into sight, Johnson led the way, his first of a spectacular pair of wins for the class. Benavidez cruised his Can-Am home in second and following for third was Buskirk.

When the machines came to life for their second encounter, Whelchel was ready and waiting. Johnson led the way up the start hill with Whelchel breathing fire down his jersey and trying every conceivable line to get around. Benavidez was keeping an even pace in third, waiting for a chance to catch Whelchel and Johnson. Whelchel was pounding on Johnson's back door, absolutely relentless.

Absolutely one of the finest 250cc Pro races went down between Rick Johnson and John Whelchel, both riding for Yamaha Motor Corporation, Johnson on the '82 model and Whelchel at the controls of the '81 machine.

It was a rough round for Benavidez who dropped his machine in the mud but remounted, taking on a heavy field of racers in his fight back up into third. Benavidez had Rob Tolinson and Buskirk to clear, and neither one would give an inch. Both Johnson and Whelchel found themselves slowed by lapped traffic, and at one point had lapped all the 250cc Pros as well as the Open Pros who were sharing the track.

When the checkered flag signalled a welcomed end to the moto, Johnson led the way, triumphant with the winner's share of the gold. Whelchel crossed over in second but was held to an eighth overall because of his first moto DNF. Benavidez never gave up and came home to second place glory with a 2-3 ride. Third-place share of the gold for the day went home with Buskirk with a 3-4 ride.

Results

60 NOV: 1. Jason Collier (Yam).

60 INT: 1. Mark McDonald (Yam); 2. "Insane" Duane DeArman (Yam); 3. Alan Pierce (Yam).

60 EX: 1. Bubba Erickson (Yam).

80 BEG: 1. Dale Bolen (Yam); 2. Tony Mercier (Kaw); 3. Brad Toms (Kaw).

80 NOV: 1. Troy Welty (Suz); 2. Kenny Collier (Yam); 3. Eddie Tanner (Yam).

80 INT: 1. Mouse McCoy (Hon); 2. Mark Toyama (Yam); 3. Guy Giffin (Yam).

80 EX: 1. Larry Brooks (Yam).

100 BEG: 1. Ron Luellen (Yam).

100 NOV: 1. "Racing" Jason Davenport (Suz).

125 BEG: 1. Jon Barnick (Yam); 2. John Cox (Yam); 3. Mike Harrison (Yam).

125 NOV: 1. Kenny Guyett (Yam); 2. Marc Condon (Suz); 3. David Couch (Suz).

125 INT: 1. Brent Smith (Suz); 2. Dan Kudrave (Suz); 3. Jim Cobham (Suz).

125 PRO: 1. Mike Beier (LHY); 2. Gary Bowman (Suz); 3. Russ Wageman (Suz).

250 BEG: 1. Carl Reed, Jr. (Suz); 2. Tim Kilgore (Yam); 3. Brad Halfan (Yam).

250 NOV: 1. Eric Riepe (Suz); 2. Lee Johnson (Yam); 3. Ted Cordts (Suz).

250 INT: 1. Richard Ising (Yam); 2. Randy Owens (Suz); 3. David Thayer (Hon).

250 PRO: 1. Rick Johnson (Yam); 2. Juan Benavidez (C-A); 3. Erin Buskirk (Yam).

OPEN BEG: 1. Scott Nollind (Mail).

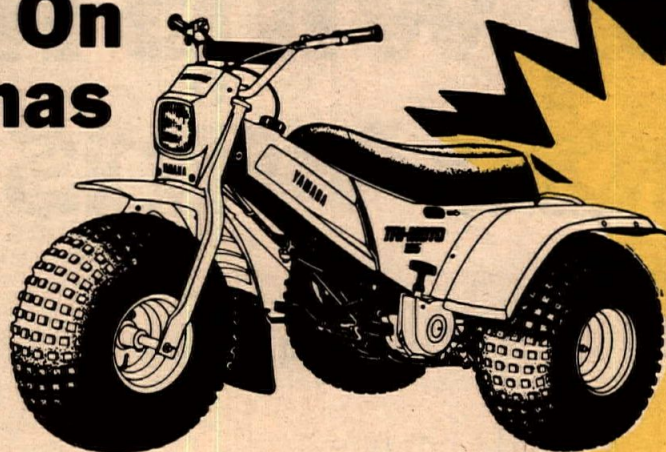
OPEN NOV: 1. John Hard (Mail); 2. Jim Carter (Yam); 3. Garrie Turcotte (Yam).

Continued to page 62)

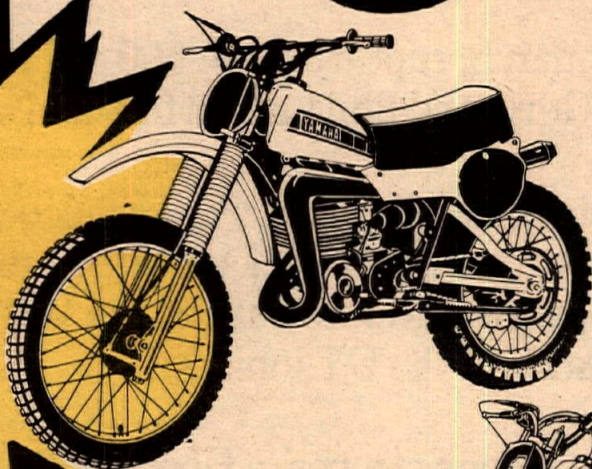
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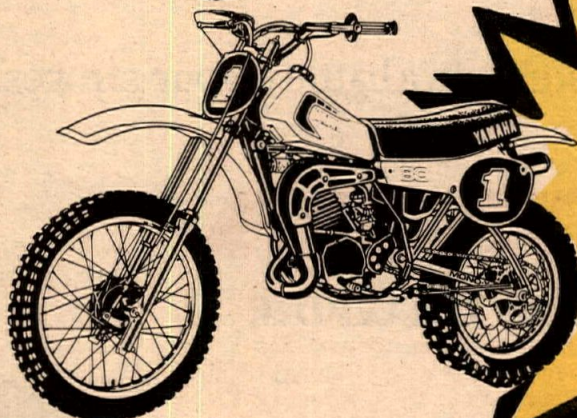
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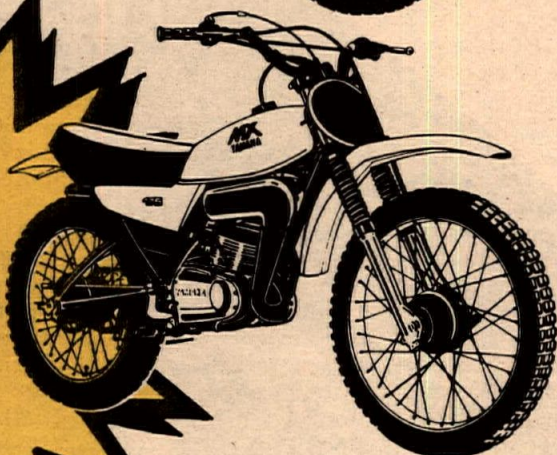
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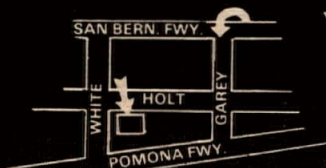
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Ron Turner leads Honda domination of CMC Four-Stroke Championship at Carlsbad.

Turner wins the battle. Honda wins the war.

Actually, the CMC Four-Stroke Championship last week at Carlsbad was more of an execution than a war.

The competition never had a chance.

"Radical" Ron Turner led the Honda march, capturing the 500 cc Pro Division aboard an HPF XR500R-engined machine. David Gerig and Phil Larson finished second and third on their Hondas to complete the sweep.

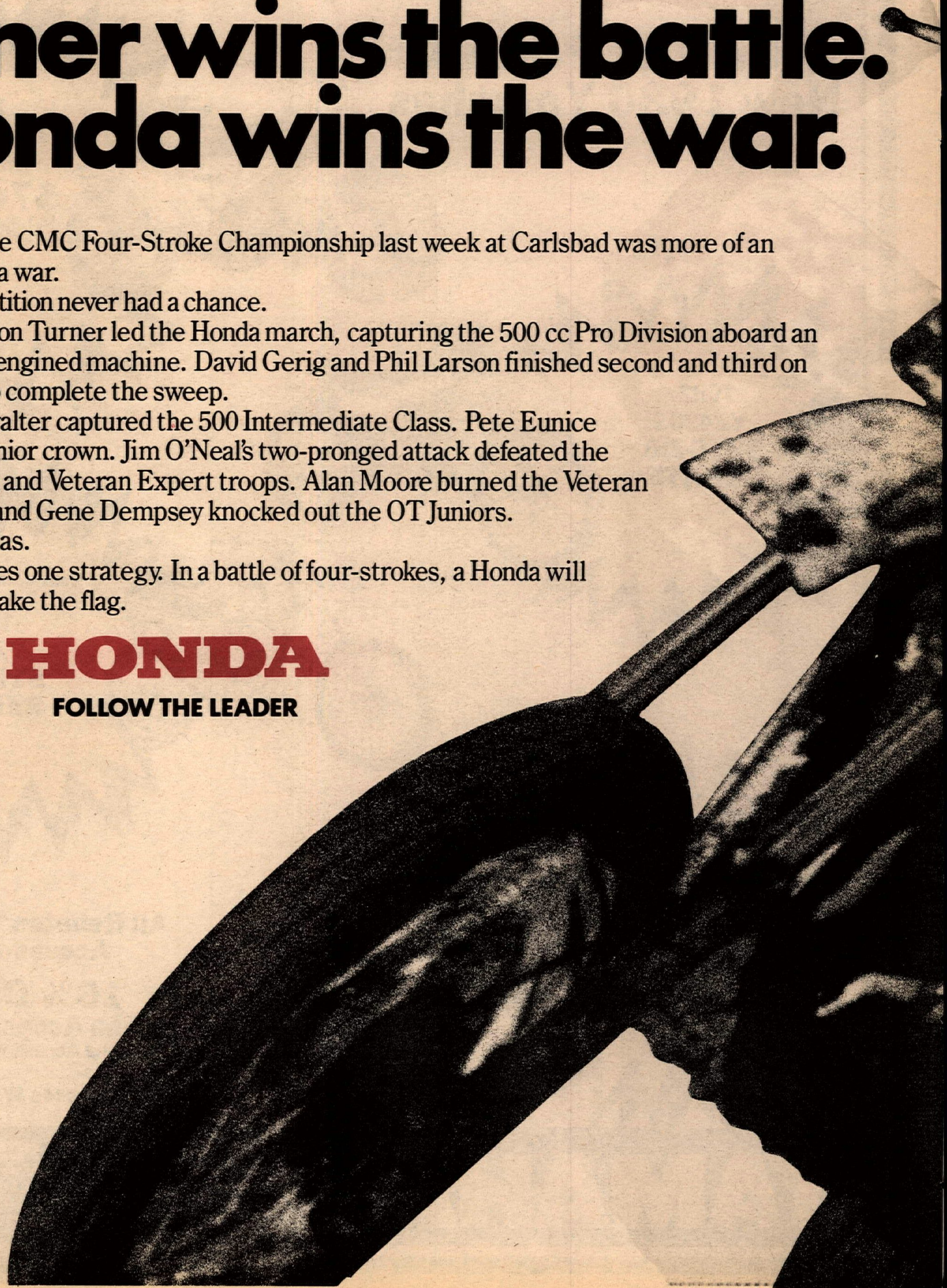
Brian Showalter captured the 500 Intermediate Class. Pete Eunice took the 250 Junior crown. Jim O'Neal's two-pronged attack defeated the 200 Sportsman and Veteran Expert troops. Alan Moore burned the Veteran Intermediates and Gene Dempsey knocked out the OT Juniors.

All on Hondas.

Which proves one strategy. In a battle of four-strokes, a Honda will almost always take the flag.

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Western hotline

(Continued from page 58)

OPEN INT: 1. Jim Bauer (Mai); 2. Dave Welty (Suz); 3. John Noland (Mai).
OPEN PRO: 1. Jim Holley (Yam); 2. Bob Schulz (Yam); 3. Mark Gambetta (Yam).
VET JR: 1. Dave Howard (Yam); 2. Dwain Jarrett (Mai); 3. Dale Brockett (Mai).
VET INT: 1. Bob Barr (Mai); 2. Jim Fitzpatrick (Suz); 3. Milt Muller (Yam).
VET SR: 1. Dan Moore (Mai).

Olson overpowers Old Timers at DeAnza MX mudfest

By Bob Alloy

SUNNYMEAD, CA, NOV. 29

After almost two days of rain you would expect to see mud at DeAnza. True to our expectations we did encounter mud and lots of it. In fact, one part of the track was re-routed around standing water about three feet deep. By practice time, Old Timer Ed Michetti, the DeAnza promoter, had the track in rideable condition. Things were great, and there was traction-plus by the second moto.

Master Marv Olson didn't let a little mud stop him as he wrapped up a 1-1 win overall. Dennis Rosenberg blasted into second in moto one, while Dan Sanchez took second in moto two.

Expert Dick Frampton was the man to beat in the first moto as he quickly took command at the start and carried it for 10 laps to win the moto. George Spearing gassed his Husky and came in with the number two spot. Buzz Moeller charged into third.

In moto two, Frampton again grabbed the holeshot and led the pack for seven laps before Moeller, on a Husky sponsored by Pro Circuit, took the leading part and wrapped up the win three laps later. Frampton was in there with a fast second. Bob De Miranda almost missed the moto but didn't miss out on the winning action altogether, and he came in with a good third.

Amateur Dick Burley rocketed into the lead where he stayed for 10 laps and nicely picked up first. Gene Powell got a lousy start but quickly gassed his Yamaha past several riders and took second. Richard Guthrie was there for third-place honors.

In moto two, Powell put his Yamaha into a winning gear right at the beginning and powered to the win. Gordon Mathiew got a mid-pack start but did some super riding to enable him to take a nice second. Burley took third.

Novice Dick Fettel was a real winner, as his riding ability showed with his double moto wins. Everette Hatler started poorly in moto one but got up to second place by the finish. Richard Guthrie had it all together and took a nice third. The second moto gave Guthrie the chance to do even better with a second. Hatler was in there with third.

Results

MASTERS: 1. Marvin Olson (Yam); 2. Dan Sanchez (C-A).
EX: 1. Dick Frampton (Mai); 2. Buzz Moeller (Hus); 3. George Spearing (Hus).
AM: 1. Gene Powell (Yam); 2. Dick burley (Hon); 3. Gordon Mathiew (Hon).
NOV: 1. Dick Fettel (Yam); 2. Richard Guthrie (Yam); 3. Everette Hatler (Yam).

O'Mara, Holland haul in rain-soaked Bosch Classic

By Brownie Bouch

PHOENIX, AZ, NOV. 28

The fourth annual Bosch Classic was divided into a two-day event

this year with an all Sportsman day on Saturday and Amateurs and Experts raced Sunday. Saturday weather was bad, but Sunday was even worse. Hard rains had pelted the area all night and continued into the morning. Luckily the track had been well prepared ahead of time with tons of new sand covering the surface. This was definitely the only thing that kept the program from being canceled.

The Open Pros were the first to hit the water soaked track on Sunday morning with Clark Jones shoving his Wheelsmith Maico into the lead off the line. Jim Mitchell (Suz), Don Griewe (Hon) and Jay Perkins (Suz) came through the first turn in hot pursuit. By the third lap Jones had a commanding lead. Mitchell, Perkins, and Griewe had switched positions several times, till Perkins' throttle stuck open and his Suzuki pitched him into the biggest mud hole on the track. It appeared in the bag for Jones till bike problems forced him out with about 10 laps down. Mitchell took the lead only to have it snatched from him by Griewe. With only two laps to go Griewe suddenly stopped short of the tower hill, giving Mitchell back the lead. Bill Keefe (Hus) and Tim Richardson (Hon) rounded out the top three finishers.

In the second moto Griewe (aboard his new '82 Honda 480) was not denied his bid for the win. Mitchell had to settle for second, but it was good for the overall. David King (Yam) pulled out the third place spot.

The 125cc Expert class was loaded as usual with talent. Johnny O'Mara aboard his Honda took the lead off the line with George Holland on his Suzuki in second. Mark Flesia (Yam), squeezed into third. Mark Meredith, aboard his new factory support Kawasaki looked good in fourth with Chappy Blose (Suz) filling in the fifth spot. Blose pushed by Meredith and Flesia early in the moto to take over third. On lap seven Meredith regained fourth. Flesia's desperate attempt to hang onto fifth died as Gary Dircks pushed his Suzuki inside at the bottom of Suicide Hill. Halfway into the race Holland was sidelined with apparent bike problems, leaving Blose in second. The battle for third and fourth between Meredith and Dircks continued lap after lap, with Dircks finally claiming third and holding on to the checkers.

The second moto was a two man race between O'Mara and Blose, aboard his new Roost Factory-prepared RM125. Blose had a clean holeshot, but a stuck throttle caused him to overshoot the first turn. O'Mara wasn't without bike problems either when mud caked his radiator and he pulled over on the fifth lap for more water. Blose snatched the lead, and O'Mara returned still in second. Blose continued holding a strong lead till just one lap from the checkered flag when his throttle stuck again. This time Blose was taking soil samples when O'Mara went by. Blose returned still in second. Meredith claimed the third place spot.

Last, but certainly not least, the 250cc Experts had their turn at the still soggy track. George Holland put his Suzuki in the lead off the line and never looked back. The only threat to him happened about halfway into the race when Holland ran into lapped riders. Clark Jones took advantage of the situation and pushed his Wheelsmith Maico up on Holland's

rear wheel. When Holland cleared traffic he stretched back out a comfortable lead. Robert King (Kaw) maintained the third spot to the checkered flag.

The second moto again saw Holland in the lead all the way to the checkered flag. This time King claimed second place spot ahead of Jones.

Results

Y-ZINGERS: 1. Steve Bitsilly.
PEE WEE NOV: 1. Timbo Reeves; 2. Damon Watkins; 3. Kenny Vickers.
PEE WEE AM: 1. Grady Ingram; 2. Brent Wineland; 3. Wes Parker.
PEE WEE EX: 1. Larry Moore.
MINI BEG: 1. Mike Bailey; 2. Bobby Arnold; 3. John Rhodes.
MINI NOV: 1. Joe Marziano; 2. Billy Carlson; 3. Paul Kellogg.
MINI AM: 1. Bill Dalton; 2. Doug Butcher; 3. Terry McFarland.
MINI EX: 1. Robert Mason.
125 BEG: 1. Jeff Conradson; 2. Keith Watkins; 3. Jeff Asher.
125 NOV: 1. Will Tait; 2. Jay Dougherty; 3. Gary Hoffman.
125 AM: 1. Bobby Leon; 2. Scott Duval; 3. Bill Amaral.
125 EX: 1. Johnny O'Mara; 2. Chappy Blose; 3. Mark Meredith.
250 BEG: 1. Bill Carter; 2. Rick Hinchliff; 3. Randy Herschell.
250 NOV: 1. Ron King; 2. Virgil Hernandez; 3. Dave Dirren.
250 AM: 1. Mark Jones; 2. John Partin; 3. Larry Witt.
250 EX: 1. George Holland; 2. Robert King; 3. Clark Jones.
OPEN NOV: 1. Tom Hensley; 2. Mike Schneider.
OPEN AM: 1. Fred Gutierrez; 2. Bill Lynch; 3. John Witmet.
OPEN EX: 1. Jim Mitchell; 2. Tim Richardson; 3. Maby McIntyre.
OLD TIMERS: 1. Stan Foster.

O'Mara, Ward top AME stadium MX

By John Rocha

INDIAN DUNES, NOV. 22

American Motocross Enterprises' special stadium MX layout that was built on the International track proved to be overwhelmingly successful with an excellent turnout for the second consecutive week. Hopefully Indian Dunes management will take this as a hint and continue to run similar track layouts which provided exciting racing all day.

The first 125cc Pro moto buzzed its way to the first turn with Johnny O'Mara leading Jeff Ward, Russ Wageman and Jim Sendelback. Chris Heisser was sixth with Jimmy Holley in seventh. On lap three O'Mara opened up six seconds on Ward with Ward pulling nine seconds on Wageman. Holley had moved into fourth but lost control going over a set of stadium size whoops and exited the track unintentionally. This left Heisser fourth and very shortly afterward he took third, picking off Wageman. Steve Schmitz followed Heisser's move, dropping Wageman to fifth. Holley got back on the track in eighth place.

On lap five O'Mara led by eight seconds with Ward second, Heisser third, Schmitz fourth and Wageman fifth. By lap eight Johnny O' came up on heavy lapped traffic as Ward closed a little. Heisser was down 12 seconds but had even a larger lead on Wageman and Holley moved into fifth. At moto's end O'Mara glided to a moto win with Ward second, Heisser third and Holley finally moving into fourth with Wageman fifth.

The second moto had O'Mara with the holeshot, followed by Wageman, Ward, and Heisser. Lap two had Ward moving into second and Holley up to fifth. With one more circuit gone on lap three, Heisser moved into third and was trying to keep O'Mara and Ward in sight. The order remained the same through lap seven with O'Mara six seconds ahead of Ward, who in turn had six over Heisser with

Holley down 12 seconds. By the checkered flag O'Mara was untouchable with Ward ending up with a 2-2 score. Heisser went 3-3 and Holley 4-4.

When the 250cc Pros rocketed from the line, Larry Baker led the way with Rob Tolleson in second. Pete Snorteland was fourth and Jeff Ward ran eighth. By lap three the order of the front runners had changed completely. Baker still had the lead but Ward was flying by riders and into second, Snorteland was third and John Whelchel fourth. When they came around on lap five, Baker flipped over a set of jumps leaving Ward with the lead, five seconds ahead of Snorteland. Whelchel fell but maintained third 12 seconds down from Snorteland. Meantime, Tom Benolkin, who had started third from last, moved into seventh just behind Mark Moscrop. At the checkered flag Ward took the win with Snorteland and Whelchel following. Benolkin charged to fourth ahead of Brand Johnson.

Moto two had Ward leading at the start with Whelchel, Snorteland, Jon Ortner and Mark Moscrop following. On lap two Ortner bailed, leaving Moscrop, Johnson and Tolleson in fourth, fifth and sixth. Ward and Whelchel pulled seven seconds over Snorteland with Moscrop down 14 seconds. By lap five Ward led Whelchel by three seconds, but Whelchel could never get close enough to set up a pass. On lap eight the leaders came up on lapped traffic, slowing Ward over a set of jumps. Whelchel closed in, but after that he never challenged again. Ward took the win and overall, Whelchel took second with a 3-2, Snorteland went 2-3, and Brand Johnson was fourth overall with two fifths.

Kawasaki kids dominate CMMC Barona MX

By Rod Eschenburg

SAN DIEGO, CA, NOV. 22

Kawasaki Motor Corp. rider Paul Dennis swept both the Stock and Modified Expert Mini classes along with the special 105cc Minis, teammate Sam Storer running second in all three at Barona Oaks Raceway's California Mini Motorcycle Club motocross. Storer's seconds to 1981 point leader Kenny Dunlap's thirds in both regular Mini classes enabled the 1980 Barona champ to close to within 20 points of Yamaha-mounted Dunlap with one race remaining on the 1981 schedule. Dennis' late season rush makes one wonder what the standings would be like had he raced all season at Barona on the Green Machines!

The new Yamaha "pumpers" seem to be the hot set-up for 1982 as Michael Dickerson and Sean Erskine divided the 12-16 Novice Stocks and Modifieds for their first wins of the season. In the 9-11 Novices, Scott Hainsworth scored his first win since moving out of the Beginners. In the Intermediates, Yamaha-mounted Jimmy Moon went four for four as he completely dominated a very good field of riders in both the Stocks and Modifieds.

The race of the day was the second moto of the Modified 125cc Expert class where 1981 point leader Mitch Palmer (Suz) came within one lap of pulling off a tie-breaker upset over favored CMC Pro rider David Hopwood (Suz). Hopwood had cruised to an easy win in the first moto while Palmer was struggling for second.

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The second go 'round saw Palmer off quickly in the lead and Hopwood back in the pack. Hopwood quickly moved to second at the end of the first lap and began a series of five laps that were unbelievable as the two Suzukis seemed glued together with first one then the other rider gaining a half-length advantage. Finally on the last lap, Hopwood was able to edge ahead for the two-for-two win.

The 125cc Intermediates saw some new faces in victory circle as Keith Craig scored a come-from-behind victory in the Stocks, and Bobby Voorhees did likewise in the Modifieds. Voorhees' win was his first of the year at Barona, and it looks like the Barona veteran is back in form again after a year layoff.

In the 125cc Novices, Jimmy Palmer came back to Barona and put a stop to Rich Schulenberg's win streak with an easy two-for-two win effort in the Stocks. Palmer looked to be ready to do likewise in the Modifieds after an easy first moto win, but in the second go 'round, Schulenberg got off in front and held on for a slim tie-breaker win.

Results**MINICYCLE**

STOCK EX: 1. Paul Dennis (Kaw); 2. Sam Storer (Kaw); 3. Steve Stewart (Yam).

MOD EX: 1. Paul Dennis (Kaw); 2. Sam Storer (Kaw); 3. Kenny Dunlap (Yam).

105 MINI: 1. Paul Dennis (Kaw); 2. Sam Storer (Kaw); 3. Kenny Dunlap (Yam).

STOCK INT (12-16): 1. Jimmy Moon (Yam); 2. Eric Dickerhoff (Yam); 3. Lance Barnett (Yam).

MOD INT (12-16): 1. Jimmy Moon (Yam); 2. Brad Johnson (Yam); 3. Eric Dickerhoff (Yam).

STOCK NOV (12-16): 1. Michael Dickerson (Yam); 2. John Flores (Suz); 3. Bryan Powell (Yam).

MOD NOV (12-16): 1. Sean Erskine (Yam); 2. Rod Robinson (Kaw); 3. Michael Dickerson (Yam).

STOCK NOV (9-11): 1. Scott Hainsworth (Yam); 2. Jason Frieze (Kaw); 3. Aaron Dunham (Suz).

BEG (12-16): 1. Kelly Bradford (Yam); 2. John Lewis (Yam); 3. Jarrod Peace (Kaw).

MOTORCYCLE

STOCK 125 EX: 1. Bobby Vrhel (Yam); 2. Scott Swift (Yam); 3. Mitch Palmer (Suz).

MOD 125 EX: 1. David Hopwood (Suz); 2. Mitch Palmer (Suz); 3. Randy Rush (Hon).

STOCK 125 INT: 1. Keith Craig (Yam); 2. Mark Decker (Yam); 3. Mark Scott (Yam).

MOD 125 INT: 1. Bobby Voorhees (Suz); 2. Keith Craig (Yam); 3. Mark Decker (Yam).

STOCK 125 NOV: 1. Jimmy Palmer (Yam); 2. Rich Schulenberg (Suz); 3. Mark King (Suz).

MOD 125 NOV: 1. Rich Schulenberg (Suz); 2. Jimmy Palmer (Yam); 3. Mark King (Suz).

JUNIOR CYCLE

STOCK (9-11): 1. Kris Wolfe; 2. Robert Reis (Suz).

MOD (9-11): 1. Tommy Clowers (Yam); 2. Kris Wolfe.

STOCK (0-8): 1. Dennis Dahlin (Yam); 2. Jimmy Johnson (Yam); 3. Kory Byers (Yam).

MOD (0-8): 1. Dennis Dahlin (Yam); 2. Kory Byers (Yam); 3. Jimmy Johnson (Yam).

STOCK PEE WEE: 1. Justin Rich (Yam); 2. Gregg Phillipson (Yam); 3. Sean Thornton (Yam).

MOD PEE WEE: 1. Sean Thornton (Yam); 2. Dennis Dahlin (Ital); 3. Justin Rich (Yam).

**Moore manhandles
Vets at CRC
Saddleback MX****By Lee Taylor**

ORANGE, CA, NOV. 22

The California Racing Club joined forces with Saddleback Park once more, creating a devilish back track to be run backwards while Baja vehicles, many that defied description, charged around a course five feet away in a Baja-cross, their finals for the season.

Out of chaos came some spectacular races, notably, the Vets. In a classic duel between Dan Moore and Bob Hayes, both Senior racers and both Maico-mounted, this "Unholy Duo" took the track by storm and drove their fans into a frenzy by clashing handlebars and scraping wheels high over the jumps and deep into every berm. As the first moto wound to a close, Moore, who had been in charge of the situation, found himself saddled with mechanical problems. Nevertheless, he remained on the course, established in second as Hayes led the group across the line. A rough first

moto for Bob Crosta, the lone Suzuki rider for the Seniors, forced him to DNF.

When the men blasted out of the gate for their second round, Hayes grabbed the holeshot. Moore, in second, got a bit squirrely in the hairpin after the start but got his act together and was breathing fire down Hayes' jersey. Both Hayes and Moore left the field behind with Hayes becoming airborne off the jumps, trying to shake Moore off his tail.

Moore was cagey, biding his time and knocking on Hayes' back door. In a split second, Moore saw an opening and slipped through for the moto, as well as the overall win. Hayes came home a respectable second for second-place gold and third overall honors went to Crosta.

For Dennis Hulen and his Yamaha, it was a day to remember. Riding for only two years and new to the Pro ranks, Hulen set out to wallop the 125cc Pros and snatch back-to-back wins for himself, his dad and his whole family, for that matter, who have cheered him from the beginning.

Hulen started the day by leading the pack out of the gate and onto the gnarly track. With Oakland Yamaha racer Chris Plain riding shotgun, Vaun Butler in third, Tim Murphy fourth behind the lone Suzuki racer, the action was heavy! After a do-or-die duel with Butler for command, Hulen held on and led the way back to the pits. Paul Thede aced out both Plain and Butler for second and closing fast in third was Plain.

When the racers met on the grid for their second round, Butler was out for revenge and grabbed the lead away from Hulen. With Thede smoking in third, the pressure was relentless. Hulen made his move, and slipping a wheel under Butler, he took charge of the pack and held tight down to the wire. Thede gathered up second-place loot, and emerging with third overall honors was Butler.

Results

60 NOV: 1. Allan Brehm (Yam); 2. Jason Collier (Yam); 3. Wesley Klein (Yam).

60 INT: 1. Shane Hunt (Yam); 2. "Insane" Duane DeArman (Yam); 3. "Mad" Matt Foster (Yam).

60 EX: 1. Bubba Erickson (Yam).

80 BEG: 1. Richard Morike (Yam); 2. Gary Trachy (Yam); 3. Scott Noseworthy (Yam).

80 NOV: 1. Steve Gamble (Yam); 2. Craig Ostrander (Yam); 3. Jeff Clifton (Yam).

80 INT: 1. Mark Toyama (Yam); 2. Jeff Barbacovi (Yam); 3. Wafer Schaeffer (Yam).

80 EX: 1. Randy Kay (Kaw).

100 NOV: 1. Chuck Whitmore (Suz); 2. "Racing" Jason Davenport (Suz).

100 EX: 1. Jerry Anker.

125 BEG: 1. John Kooy (Suz); 2. Jay Lytell (Suz); 3. Mike Morrison (Yam).

125 NOV: 1. Kenny Clifton (Suz); 2. Michael Leiber (Yam); 3. Brad McLerman (Yam).

125 INT: 1. Tracy Meeks (Kaw); 2. Mark Horton (Yam); 3. Rob Engel (Yam).

125 PRO: 1. Dennis Hulen (Yam); 2. Paul Thede (Suz); 3. Vaun Butler (LHY).

250 BEG: 1. Mark Davenport (Suz); 2. Steve Missbrenner (Yam); 3. Kenny Burt (Yam).

250 NOV: 1. Dale Hammelreich (Yam); 2. Jim Pierce (Hon); 3. John Jelsma (Yam).

250 INT: 1. Marc Johnson (Suz); 2. Joel Seals (Suz); 3. Gary Renko (Kaw).

250 PRO: 1. Clark Jones (Mai); 2. David Taylor (Yam); 3. Vere Butler (LHY).

OPEN NOV: 1. Mike Norris (Mai); 2. Robert Sena (Suz); 3. Mike Hawke (C-A).

OPEN INT: 1. Kelly Saulie (Yam); 2. Arthur Clever (Yam).

OPEN PRO: 1. Frank Steinger (Hus).

VET JR: 1. Ray Swanson; 2. Perry J. Busan (Yam); 3. Glenn Worrall.

VET INT: 1. Tom Sawyer (Yam); 2. Milt Muller (Yam).

VET SR: 1. Dan Moore (Mai); 2. Bob Hayes (DMG); 3. Bob Crosta (Suz).

**Mosley masters
Old Timers MX****By Bob Alloy**

VALENCIA, CA, NOV. 22

There have been some changes made on the International track at the Dunes and those new raised jumps in the back stretch are terrific. You really get a chance at

being airborne. There were 50 Old Timers on hand, making this our very best turnout for the year. Everyone seemed to enjoy the new challenges here.

Master Dan Sanchez jumped in the lead in moto one with his throttle wide open and directed a course that couldn't and wouldn't fail and he picked up a very nice first place win. Dick Mosley was right there on Dan's rear fender but he couldn't pass, eventually settling for second place. It was Ray Sanchez in there with third place honors. Mosley went out with an early led in the second moto and kept it all for himself and took a nice first place overall. Dan Sanchez snatched up second and Ray Sanchez grabbed third place.

Expert Dave Hutchinson put in two flawless motos for a first place overall. Lou Sorenson didn't get an A-1 start but he still finished second. Ron Clawson blasted into third and Hal Grady got in with the fourth place win. Ed Johns got the holeshot in the second moto and held his lead for two laps, but on lap three he slipped back into second place but kept his spot to the finish. Sorenson came in third followed by Dick Lyons.

Amateur Bob Coffman was flying in the lead for four laps but problems arose and Howard Davis took the lead and he went on to first place. Bob Anderson, riding a new Honda four-stroke, showed us how good a Honda can be. Bob Klatt did some moving up in the ranks to get his third place. Lowell Smith got into the winning action with his fourth. Jim Cooke had his problems in moto one but solved them by moto two. He took the lead and for the next five laps kept everyone behind him to take the prized first. Davis was really fast and good and took a well-deserved second place win. Smith got in there with a third and Bob Coffman took a fourth place win.

Novice Howard Zimmerman got right out there in the lead and five laps later he was still out there. Zimmerman carried the lead to the first place win. Richard Fried did some pretty fast moving to come in second. Dale Brockett rocketed in with a third followed by Dick Fettel who took fourth. In the second moto it was Fried leading all of the other 19 Novices. Fried carried on this way until he had first place locked up. Barry Hammond got out of his bad luck streak and came in with a good-looking second place win. Brockett took third, and Zimmerman had the fourth place wrapped up.

Results

MASTERS: 1. Dick Mosley (Yam); 2. Dan Sanchez (C-A).

EX: 1. Dave Hutchinson (Mai); 2. Lou Sorenson (C-A); 3. Ed Johns (Suz).

AM: 1. Howard Davis (Mai); 2. Lowell Smith (Yam); 3. Bob Coffman (Mai).

NOV: 1. Richard Fried (Mai); 2. Howard Zimmerman (Yam); 3. Dale Brockett (Mai).

**Baker clinches
SNRR title****By Don Akers**

LAS VEGAS, NV, NOV. 22

Jack Baker, on his Nevada Yamaha/TPI-sponsored Secas, took three class wins in the last Southern Nevada Road Racers race of the '81 season. This effectively puts a lock on his position as overall points leader for the season.

First race of the day was the 600cc Box Stock class and Norm Benedum from Arizona on his Jerry's Scottsdale

Yamaha sponsored 550 Seca took an early lead and held it for the first three laps. Then Baker got by him and stayed on the gas to the checkers with Benedum hanging in there for a strong second place finish.

In the 500cc GP class Steve Kopp surprised everybody with his RD400! Slim Stephens, on the Tom Saitta-sponsored Honda, was thought to be a shoo-in in this race, but Steve had other ideas. When the green flag dropped Kopp surged into the lead and held it for seven laps! Stephens was slipstreaming him all the way, just waiting for a bobble, and when it came Slim took over the lead and the win. But what was expected to be a ho-hum parade to the finish line turned out to be one of the better races of the day thanks to the hard riding efforts of both of these riders!

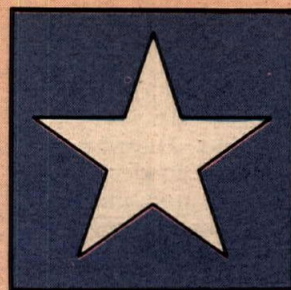
The 600cc Production race was worth the price of admission all by itself! When the flag dropped, "Krazy Ed" Malkiewicz (Wildlife Performance KZ500) put his drag racing experience to good use by taking the holeshot with another Arizona rider, Eugene Coward on his Street Machines-sponsored 550 Honda, in hot pursuit! Baker, recovering from a poor start, put on a charge and passed both of the early leaders by the end of the first lap. Coward spent the second lap thinking that over, and decided he didn't like it, so he repassed Baker on the third lap. In the fourth lap things stayed pretty much the same, but on the fifth lap Baker got tired of being in second place and passed Coward back. Meanwhile "Mr. Clean," Henry Tecza (GPz 550), moved up to challenge Coward for the number two slot, and these two went by the pit area side by side with Benedum just a tick behind them! This pretty much established the order of things to come for the remaining five laps, with the first five riders close enough to each other to almost be covered by a single blanket. Across the finish line it was Baker, Tecza, Coward, Benedum and Malkiewicz.

The combined 750cc and Open Production class gave Baker his third win of the day in the 750s, with Tecza and Bob Betke (KZ750) battling it out for second. Tecza got the nod and Betke had to settle for third. In the Opens Lance Owens on his Wildlife Performance KZ1000 took first with Harry Mixie from Reno placing second on a 900 Kaw.

When the Open Super Street gridded up, everybody was paying close attention because this was the first race here in which John Parisena from Reno was running his Turbo KZ1000! Off the line Baker took the lead, but as soon as the big Kaw came on the boost Parisena flashed by Baker in a demonstration of raw horsepower! Baker's game plan was to try and catch Parisena in the slower infield section and try to offset the horsepower advantage of the big Turbo with the quicker handling of the smaller Seca. It was a valiant attempt, but Parisena just couldn't be headed! The finishing order was Parisena, Baker, Stephens and Owens.

In the Open GP class it was Stephens turn to play "David" to Parisena's "Goliath." Stephens, on his Kawasaki West sponsored KZ1000, came out of the hole quicker than Parisena, but once the big Turbo started to moan that advantage was quickly lost. Stephens spent the rest of the race trying to ride in deeper and come out harder than Parisena, but Parisena wasn't giving anything away! At the finish line it was Parisena, Stephens, Owens and Mixie.

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NORTHERN DATELINE

Marquez, Wosick, Watts wait at CMC Hollister MX

By Linda Dufour
HOLLISTER, CA, DEC. 6

Mike Marquez and Larry Wosick won both motos in the Open Pro and 250cc Pro classes, respectively, on this sunshiny winter day at Hollister Hills OHV track. The Continental Moto-sport Club-sponsored race lured in many more riders (192) than last month's opener, which is proof that word gets around when there's a new and great track to play on.

The first moto for the Open Pro class found Troy DeHerrera (Yam) taking the first spot during lap one followed by Mike "Neezer" Marquez (Hus), Jim Zack (Yam) and Bret Stevens (Suz). This was short-lived as the second lap had Marquez in the lead with DeHerrera in second place, Stevens third and Mike Wickersham in fourth.

By the halfway point, Marquez was putting five seconds on DeHerrera, and as the laps went by, he earned an even greater margin. It was Marquez, who "wished (he) was in better shape," in first at the checkers, DeHerrera second, and Stevens third.

In the second moto, DeHerrera took the holeshot followed by Stevens and Marquez. Marquez got by Stevens by the second lap and didn't slow down. He went right on to take the first spot from DeHerrera on the third lap, with Wickersham stealing third place from Stevens at the same time. However, DeHerrera stayed right on Marquez's rear fender, moving by Marquez on the fifth lap to take back his lead. Marquez showed what was on his mind by passing DeHerrera once again on the sixth lap and *keeping* the lead (not an easy task with DeHerrera right on his tail at all times) until the last lap.

As both riders took the last turn right before the checkered flag, DeHerrera slid under Marquez causing them both to fall. DeHerrera hopped on his Yamaha and finished before Marquez but first place was given to Marquez who won the race fair and square to all who witnessed the crash and confusion. DeHerrera settled for second place, Wickersham third and Stevens fourth.

The 125cc Pro riders had to deal with (like it or not) Jeff Watts (Yam) who had retired from riding over a year and a half ago. In the first moto, Watts took the holeshot with Rick Ryan (Suz) and Mike Sprenger (Suz) following. Ryan snagged the lead from Watts, whose crash moved him down to fifth place by the halfway mark. Ryan held on to first place until more halfway bad luck hit, and his bike apparently seized (leaky radiator to blame).

Allen Silhanek (Suz) took over then, with Sprenger behind in second. Watts, in the meantime, was passing riders, two per lap. Scott Castaneda (Suz) also showed strong determination going from fifth to second by lap eight. Watts soon scooted by him ending the race with Silhanek first, Watts second and Castaneda third.

The second moto, Watts held onto first place from beginning to end. There was no one near to even challenge his distant lead. Silhanek stayed snug in second place while

Sprenger rode his way from fifth to a third on the final lap.

Shawn McConn (Yam) led the first moto of the 250cc Pro class with Larry Wosick (Hon) behind. Halfway into the race, McConn tired and let Wosick fly by. Wosick easily won the moto with McConn second and DeHerrera third.

Ex-retired Watts kept the lead for the first three laps in the second moto with McConn behind. But, Wosick's smooth riding took him to first during the fourth lap, and he kept it, no problem. Watts landed second, with McConn third.

Results

OT JR: 1. Kenneth Yarn (Mai); 2. Jerry Horton (Mai); 3. Douglas Baker (Hus).
OT INT: 1. Max Goode (Yam); 2. Fred Parsen (Hus); 3. Ken Clayton (Suz).
OT EX: 1. Mike Heiberger (Mai); 2. Jim Armada (Mai); 3. Gene Hrobsky (Hus).
100: 1. George Logan (Yam); 2. Randy Mand (Kaw); 3. Sean Sinclair (Suz).
OPEN JR: 1. Dean Sweet (C-A); 2. Kurt Schiffner (Mai); 3. Mark Folden (Yam).
OPEN INT: 1. Steve Alarcon (Yam); 2. Peter Dill; 3. David Nance (Yam).
OPEN PRO: 1. Mike Marquez (Hus); 2. Troy DeHerrera (Yam); 3. Mike Wickersham (Mai).
125 JR DIV 1: 1. Jerry Perino (Yam); 2. Jim Whipple (Yam); 3. Paul Van Hosen (Suz).
125 JR DIV 2: 1. Jim Bradhurst (Yam); 2. Jack Hulse (Suz); 3. Drew Muscatell (Yam).
MINI STK JR: 1. Todd Pipes (Yam); 2. Chris Tripp (Suz).
MINI STK INT: 1. Brandon Reyes (Kaw); 2. Steven Hunter (Yam); 3. Chris Neal (Yam).
ATC: 1. Joe Kowalski (Hon); 2. Mark Kowalski (Hon); 3. Joe M. LaCarte (Hon).
125 PRO: 1. Jeff Watts (Yam); 2. Allen Silhanek (Suz); 3. Mike Sprenger (Suz).
12-16 STK JR: 1. Earl Rueherdson (Yam); 2. Kyle Brown (Suz); 3. Tim McClintock (Yam).
12-16 STK EX: 1. Tony Flores (Yam).
9-11 MOD: 1. Brandon Reyes (Kaw); 2. Steven Hunter (Yam); 3. Chris Neal (Yam).
250 JR: 1. Frank Valadao (Hon); 2. Tim Bianchi (Hus); 3. Sam Guardino (Hus).
250 INT: 1. Mike Guasch (Yam); 2. Doug Krikorian (Yam); 3. John Swan (Hus).
250 PRO: 1. Larry Wosick (Hon); 2. Shawn McConn (Yam); 3. Jeff Watts (Yam).
125 INT: 1. John Cook (Kaw); 2. Bill Lea (Yam); 3. Brad Wiget (Yam).
VET JR: 1. Larry Garcia (Hon); 2. Danny Baudon (Yam); 3. Herman Pulyer (Hon).
VET INT: 1. Tom Winklerman (Mai); 2. Pete Wosick (Yam); 3. Rory Muscatell (KTM).
VET EX: 1. Peter Dill; 2. Rick Lokke (Yam); 3. Claro Cabidine (Hus).

Cantaloupi can do at Lilliputian EuroScram

By Bill Spencer

SACRAMENTO, CA, DEC. 6

Quality, not quantity, was the best part of the Dirt Diggers North M.C. annual Lilliputian European Scrambles with the likes of Suzuki/Pernod's Brad Lackey, new KTM rider Donnie Cantaloupi and Gary Vanderpool back again with a number one position in the Vet Expert class. It was a very fast Prairie City OHV Park course with the usual rocks and nearly 300 yards of WFO water crossing that left many up to their you-know-whats in mud, muck and mire.

The first race of the day was the 125cc class, and Dean Joyner on his new KTM was the likely candidate for the overall, but an extended pit stop for fixits cost him the Expert win. Ken McKenzie was top man on a Suzuki with Joyner a close second after having to make up quite a bit of time. Pat Yoho took third while Mike Harper was first Junior over Donny Dobbas and younger Yoho brother Pete over John Roitinger.

The District's premier motocrosser, Rod Smith, took the 250cc overall win in front of Yamaha support teamster Dave Wood in a great dice until the last lap. Both riders kept good tabs with low 16-minute laps until Smith got his RM out a little for the white flag lap, Wood taking second by about 20 seconds over Randy Losh. Duke Dowell took fourth over Pat Wilson.

With the lining up of the Open event, the rumors were flying high with "Bad" Brad Lackey on hand for a test session on his world class Open bike with a set of Steve Simon forks that were reversed and slightly larger than the usual. Brad had indicated that he was going to ride then meet Kenny Roberts for a ski day. Word got around that KR was there to race, and when that was squelched, all thought it was Larry Roeseler when in fact, one of the down south boys of the desert and long distance events, Bob Balentine, was riding his KTM at the behest of Conrd Stitser.

At the shotgun, there was quite a crowd over the hill and around the tree with Donnie Cantaloupi and the 495 KTM out front and Lackey still kicking on the line and out nearly last.

Cantaloupi was all alone at the end of the first half around with Ed Marchini, Balentine and Rob Sutliff the closest. Lackey had moved quite well through the pack and was fifth and on the move. The only slow part of the nine-and-a-half-mile go 'round was the rocky back section.

On the third lap, "Bad" Brad had caught Cantaloupi and the two were over a minute ahead of Marchini, Jay Schroder, Sutliff and Stitser. It almost appeared that they were just having fun on the ride with high powered slides and maybe even some fun talk on the day. When they fueled on the white flag lap, Cantaloupi even waited a second and yelled at Brad to hurry up, but the crew wasn't really into a fast stop thing. Brad left about 10 seconds behind but was right on the KTM rider's tail before long.

The two big time Pros finished nearly side by side with Cantaloupi commenting about how fast Brad went through the long pond and Brad commenting about his line being a little less deep. Balentine took the third Expert spot after having a long stop in the pits with Schroeder in for the fourth spot on his Husky and Sutliff fifth over Stitser, Presser and Tim Dickson.

The finale was a thriller with the sun peeking through and finally coming full blown as Gary Vanderpool led the Experts out of camp on his South City Cycles/ND-sparked 495 KTM. Vanderpool, having given up the regular Open Expert class for the Veteran affairs, was celebrating being number one again and despite being 36, was out to defend his new honors.

The first full lap at just under 20 minutes showed the course was slowing quite a bit, and it was Vanderpool and Maico-mounted Scott Davis traveling together at a very high rate of speed. Davis had won Wilseyville earlier and was on the express to do the deed again with Steve Ferroni in third and Greg Hubbs back in the saddle as a Vet.

The third lap had Davis in the lead with Vanderpool right behind, and the last lap had the two tied together. The checkered was a lone affair for Vanderpool, though, as Davis got stuck or slowed in the long water stretch and had about the biggest lip seen in awhile.

Ferroni tripped in about a minute back with a very flat rear tire on his YZ465 while Hubbs held fourth over Bruce MacArthur.

Jack Lewis came out top dog in the Old Timer portion and right in the top 10 overall, not bad for 50 years young and waiting for Biscuits Verbiscio to make his 39th comeback. Jack Coulombe beat out Rich Carlson for second Old Timer Expert with Jess Gallo first Old Timer Junior.

Results

125 EX: 1. Ken McKenzie (Suz); 2. Dean Joyner (KTM); 3. Pat Yoho (Suz).
125 JR: 1. Mike Harper (Suz); 2. Don Dobbas (Suz); 3. Pete Yoho (Suz).
125 NOV: 1. Jeff Nary (Suz); 2. Gary Krahmer (Yam); 3. Steve Magnani (Suz).
250 EX: 1. Rod Smith (Suz); 2. Dave Wood (Yam); 3. Randy Losh (Yam).
250 JR: 1. Steve Richards (Yam); 2. Colin Mac Donald (Yam); 3. Kacy Killian (Hus).
250 NOV: 1. Chris Loer (KTM); 2. Matt Vulk (Mai); 3. Allen Clover (Suz).
OPEN EX: 1. Donnie Cantaloupi (KTM); 2. Brad Lackey (Suz); 3. Bob Balentine (KTM).
OPEN JR: 1. Wayne Rogina (Yam); 2. Ross Liberty (Mai); 3. Lloyd Gatt (Hus).
OPEN NOV: 1. Perry Sherman; 2. Steve Parker (Yam); 3. Harry Bradwell (Mai).
FOUR-STROKE: 1. Jim Giuffra (Hon); 2. Jim Souza.
VET EX: 1. Gary Vanderpool (KTM); 2. Scott Davis (Mai); 3. Steve Ferroni (Yam).
VET JR: 1. Alan Waters (Mai); 2. Jack Nabors (KTM); 3. Dennis Buckmaster (Yam).
VET NOV: 1. Gary McPherson (KTM); 2. Gary Power (Hon); 3. Jim Loer (C-A).
OT EX: 1. Jack Lewis (Mai); 2. Jack Columbe (Mai); 3. Rich Carlson (KTM).
OT JR: 1. Jess Gallo (Mai); 2. Alan Waters (Mai); 3. Ron Neubauer.
OT NOV: 1. Dick Milani (Mai); 2. Billy Fain (Yam); 3. Bob Morgan.

SHR marathon long and tough

By The Ranchhands

BRENTWOOD, CA, DEC. 6

The marathon at Sand Hill Ranch today was one of the longest using the all new MX track on the high hills. Three separate starts worked well as the Open bikes took off first. The leader in the open as they came back in sight was Wayne Archer out of Berkeley Yamaha, who continued to lead every lap. A total of 22 laps gave him the win. Second place but a lap down was the team of Randy Loewen and Bob Jarrett out of the Modesto A & D Yamaha.

In the 200cc class, the all-time winning team of Henry Leslie and Carl Nunes prevailed again. They lapped the entire class with second place going to Joe and Vic Ornales on a Honda. Craig Christian and Bob Major led a lot of laps, but bad luck struck with first a flat tire then a crash and a lost clutch lever. But they kept going and held on to fifth place. Dick Mann was out of the win after a couple of crashes. He hung in there for a sixth place, though. An all around rider and a super hero, he never let age get to him!

Results

OPEN: 1. Wayne Archer; 2. Loewen/Jarrett.
250: 1. Kipp Clausen; 2. Jerry Brandt.
200: 1. Leslie/Nunes; 2. Ornales/Ornales.

Brandt bests SHR scrambles

By The Ranchhands

BRENTWOOD, CA, DEC. 5

The Open class was divided into two divisions tonight at the Sand Hill Ranch scrambles, the top five from each going to an A Main for the money. Heat one was holeshot by Kimo Casey with Jerry Brandt of Concord Yamaha in hot pursuit. Jerry caught Kimo and passed him, promising some good racing for the main. Division two was won by Brent Davis' Honda with Randy Canale also transferring to the main.

John Looney holeshot the main with Casey in chase. By lap three, Kimo took the lead through the snake turn and ran. Coming up fast again was Brandt, and bar to bar they went down the straightaway, only to meet a lapped rider in the next corner. Casey took the outside and Brandt the inside using the rider for a berm. Jerry shot out of the corner first, with the lapped rider going down and Casey behind

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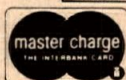
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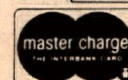
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NORTHERN DATELINE

Brandt. Brandt's lead never changed as he crossed the finish first. He also made a clean sweep of the evening by winning the Money Mini race.

Steve Delay took the lead of the 200cc class and held George Hopper off as long as possible. George made his move in a left-hand corner and began to run. Robert Poole turned on the gas to pass Delay just a few laps from the finish.

Results

80: 1. Tyrone Earl; 2. Richard Davis (Yam).
200: 1. George Hopper (Yam); 2. Robert Poole (Yam).
OPEN: 1. Jerry Brandt (Yam); 2. Kimo Casey (Yam).

Church, Williams win at wet Eugene MX

By Clay Light

EUGENE, OR, DEC. 6

Motocross racing went right on schedule at Territorial Raceway in Eugene despite heavy rains which caused severe flooding in the Willamette Valley and coastal areas. Eugene had a devastating seven inches of rain overnight, and only the dedicated MX enthusiasts were on hand. Wayne Church (Valley Cycle Yam) won the 125cc Pro class, and Steve Williams (Herb's/Yam support) went uncontested in the 250cc Pro class. The weather was more suited for ducks and pigs as lakes formed around the track which, luckily, is on a hillside and has excellent drainage.

In 125/250cc Pro race number one, Williams (Yam 250) led the pack over Richard Earle (Cycle Country Hon 125) and Wayne Church (Yam 125). Earle went wide letting Church by for the 125cc lead while Williams began to pull away on his 250, which was the hot setup. Church began closing the gap on Williams, and the two soon found themselves bar to bar in some close racing while Earle trailed.

The 125cc Intermediates were also combined; 12 of them were unleashed into the slew. Rick Gunderson (Eugene Suz) led this portion of the pack that was circulating rather slowly. Dwayne Taylor (Hon of Eugene) got by Gunderson and soon caught up to the Pros.

Taylor and Earle were having a battle that closed them in on the leaders. Up front, Williams and Church were going at it, neither giving an inch while Earle and Taylor continued their private war. Taylor, who has been elbowed about the possibility of moving to Pro, got by 10-year motocross veteran Earle when Rich got sideways. On the last lap, Church came around in first after Williams fell victim to a slop hole. Taylor took the Intermediate win behind Williams. Lonny Sayles (Yam) took a second and Jeff Toedtmer (Suz) third.

Moto two had Earle put his Honda into a short-lived lead before Williams swooped by. Church tucked by as well in the whoops which were flood-ridden. The waterhole christened the "Big Gulp" was engulfed by another "lake" and caused havoc at the start of the Intermediate race. Gunderson put his Floater into the lead but was devoured by another of the many slop holes hidden around the course. Williams really pulled away from the 125s this moto as the skies-broke loose and added to the already standing water areas.

Church and Earle were having a dog fight up front. Church hit a whoop and went over the bars but quickly remounted to hold onto the 125cc lead by a slim margin. Some cheating was allowed, such as jump cutting and squaring off corners into the grass to

keep the 125s circulating. Williams was having no problems moving at a rapid pace that allowed him to slow toward the last lap, letting 125cc riders Church and Earle ride their hearts out. Scoring looked to be impossible, mud soaked riders looked the same (cold, wet, tired) in the 30-minute moto.

Taylor was again on the prowl and caused Earle to crash when the two made contact. Earle remounted quickly, but by this time, Church was gone and took the 125cc Pro win. Williams won the race, though, by the largest of margins. Taylor crossed the line next to take the Intermediates followed by Earle, Sayles and Toedtmer.

The lesser experienced 125cc Novice class was next to brave the foul weather. Alan Fisher did a fine job of staying on both wheels on his Suzuki while the rest of the troops took turns picking up their machines. Fisher led all of moto two and appeared to be a breeze winner; this time four of the 15 riders were left at the flag. Fisher went 1-1 for the overall followed by Jim Kragness with his 3-2 and Larry Brumwell (Yam/5-4). Track operator Roger Campbell said he hasn't seen conditions this miserable (rain-wise) for years. Some seemed happy to finish, and others seemed glad to be in the tower staying dry and warm (e.g., the Campbell clan).

In the Mini class, it was either sink or swim. Young Jeff Daily (Yam) led the race but fell victim to the "lake," letting Billy Glenn (Kaw) free for the win, taking moto two as well. Daily went 3-2 for second in a race that had irate fathers chasing their youngsters from corner to corner. A rowboat would have been convenient!

Results

PEE WEE: 1. Chuck Standefors (Yam).
MINI NOV: 1. Randy Weins (Kaw); 2. Mark Hamaker (Kaw); 3. Brian McVay (Hon).
MINI INT: 1. Billy Glenn (Kaw); 2. Jeff Daily (Yam); 3. Todd Krenik (Kaw).
60-75: 1. Jeff Daily (Yam); 2. Grant Bergstrom (Yam); 3. Chad Kirshpaugh (Yam).
100 NOV: 1. David Grady (Yam); 2. Randy Weins (Kaw); 3. Bill May (Yam).
100 INT: 1. Scott Adair (Yam); 2. Todd Krenik (Kaw).
125 NOV: 1. Alan Fisher (Suz); 2. Jim Kragness (Yam); 3. Larry Brumwell (Yam).
125 INT: 1. Dwayne Taylor (Hon); 2. Lonny Sayles (Yam); 3. Jeff Toedtmer (Suz).
125 PRO: 1. Wayne Church (Yam); 2. Dick Earle (Hon).
250 NOV: 1. Mike Obie (Yam); 2. Bill Mimi (Suz); 3. Bob McDaniel (C-A).
250 INT: 1. Linsey Wurm (Yam); 2. Bill Row (Yam); 3. Marty Mayhew (Hon).
250 PRO: 1. Steve Williams (Yam).
OPEN NOV: 1. Vic Church (Yam); 2. Jim Denevan (Mail).
OPEN INT: 1. Dave Beck (Yam); 2. Derek Lovring (Yam); 3. Jim Wiser (Suz).
30-40: 1. Jack Heeter (Mail); 2. Charles Standefors (Mail); 3. Bill Row (Yam).

Word, Loesch, McCullough master Benton County ST

By Clay and Suanne Light
CORVALLIS, OR, DEC. 5

Expert rated riders Frank Word (R&B Racing) and Tommy McCullough took the 250 and Open Pro mains at the Willamette Valley Cycle Club's indoor short track at the Benton County Fairgrounds tonight. Both riders, as well as many other fine riders, hold their Expert or Novice Expert AMA licenses and proved to put out excellent racing.

Qualifying heats were run off quickly. Roseburg rider Ryan Huffman was fastest out of the gate in the 50cc Beginner division and took the first heat race. Huffman was back out front again in 80cc Beginner on a 60cc machine this time and took another fine win.

Hillsboro rider Dan Bennett was quick to demolish the first 250cc Sportsman heat while Frank Word put his Yamaha in the lead in the second heat over Scott Miller. The two battled it down to the wire with Word stuffing inside to win by a wheel.

In the exciting 250 Pro heat, Word led out of the starting line ahead of Gary Davis, Scott Miller and Bruce Russell. Word held Davis at bay for the three-lap race for the win; Davis was a close second. The 250cc Pro trophy dash saw Bennett and Word side by side. Word shut off letting Bennett by, but that was only for a moment as Word went inside to bag the win.

The most exciting semi of the evening was the 250cc Pro semi number two. AMA Winston Pro and National number 70, Jeff Campbell, led over Barry Pelkey. Pelkey got by in a last ditch pass to make the main.

After a series of semis, including four 250cc Pro semis, the stage was now set for the mains.

The 250cc A main had Word, Bennett, Brian Loesch, Jeff Campbell and a cast of other excellent Pros into turn one. Loesch exited first with Word hot on his tail and applying the pressure. Loesch would shut him off, though. Word would go wide trying to hold it open only to have Loesch dive inside. Loesch took the win with Word second, Campbell third and Bennett fourth.

Bennett did have his mind set on improving his 250cc finish and was back in the staging area on his sano looking Honda thumper. Bennett bombed the start of the Open A main only to lose it to Jim Skinner and Mike Huffman.

The Open Pro main had fans on their feet with the thundering thumpers echoing through the arena. National number 85 McCullough and Bennett were side by side into the first turn until Mike Moritz stuffed a wheel between the two. Bennett seemed to have the race in the bag but slid out letting McCullough into the lead. Moritz went out with problems putting Jeff Harsha in second position. Bennett remounted and started a charge only to drop it again in the very next corner. McCullough took the win over Harsha, Bennett worked to third, Moritz fourth and Ryan Fisher fifth in an exciting race.

The largest main of the evening was the 250cc Pro main, which required a two row start. Word blazed the way to the head of the pack with his enthusiastic riding style while his rival Bennett was in hot pursuit of the disappearing leader. Back in the pack was a dice between Pelkey, Harsha, Davis, McCullough and Loesch. Word was beginning to hit lapped traffic as did Pelkey, who had begun a valiant charge through the pack, and was closing in for the kill on the leader. Davis also made a spirited charge and worked quickly through riders. Word took a win that appeared to be relatively easy over Pelkey, Davis, Harsha, Bennett, McCullough, Loesch and Miller.

Another hot race was the Mini Expert A main. Darrell Davis on a KX80 Kawasaki looked hard to beat. Davis shot off the line on his rocket over David McDowell and Donald Paul. Davis appeared to be unchallenged. McDowell and Paul provided the real action swapping spots for second while Stacey Bowers and MXer Jeff Daily (Yam of Springfield) staged a duel for third. Davis took the win and a trophy nearly as tall as he stands followed by McDowell and Paul. Davis also took

the 100cc A main over Brian Woolard and Steve McCartney.

Results

MAIN

MINI BEG A: 1. Ryan Huffman; 2. Chris Tyrone; 3. Heath Hutchens.

80 BEG A: 1. Ryan Huffman; 2. Clark Boyd; 3. Jack Johnson.

MINI EX A: 1. Darrell Davis; 2. David McDowell; 3. Donald Paul.

100 A: 1. Darrell Davis; 2. Brian Woolard; 3. Joe Eaton.

125 A: 1. Charlie Mitchell; 2. David Woolard; 3. Joe Eaton.

200 A: 1. Steve McCartney; 2. Ken Bowman; 3. Garth Mulkey.

250 A: 1. Brian Lesch; 2. Frank Word; 3. Jeff Campbell.

OPEN A: 1. Jim Skinner; 2. Mike Huffman; 3. Dan Bennett.

250 PRO: 1. Frank Word; 2. Barry Pelkey; 3. Gary Davis.

OPEN PRO: 1. Tommy McCullough; 2. Jeff Harsha; 3. Dan Bennett.

TROPHY DASH

50 BEG: 1. Ryan Huffman.

80 BEG: 1. Ryan Huffman.

MINI EX: 1. Darrell Davis.

100: 1. Brian Woolard.

125: 1. Charlie Mitchell.

250 SPORTSMAN: 1. Frank Word.

OPEN SPORTSMAN: 1. Dan Bennett.

250 PRO: 1. Frank Word.

OPEN PRO: 1. Dan Bennett.

Mattheisen tops Clarks Branch MX

By Delbert Longbrake

ROSEBURG, OR, NOV. 29

Taking advantage of Tim Michlitsch's terrible luck, Mark Mattheisen took the overall win in the 250cc Pro class at the Clarks Branch motocross. Tim's Kawasaki rejected a recent heart transplant — a Lectron carburetor — and consequently, the Kawasaki died as did Tim's finishes. This while Tim was leading both motos. Meanwhile, Mattheisen's 2-1 finishes were good enough for him to take the overall. The saving grace for Tim (or maybe for Bob, his mechanic) was his and his 420 Kawasaki's performance in the Open class where Tim was untouchable! Another superb performance was turned in by Rod Keller, who rode to the 125cc Pro win.

The track at Clarks Branch was 80% great, 15% good and 5% marginal, despite much rain in the area recently. This can be attributed to Ralph Huffman's expert knowledge of track preparation. There were only a couple of spots where water wept out of the ground and onto the track, making day-long slick spots for the 70 riders who were present to ride through.

The 125cc class left the gate just ahead of the 250s with Keller leading fellow 125cc rider Rick Smith for the duration of the race, and though it wasn't proved, he looked as fast as the 250cc riders.

The 250cc class was away with Michlitsch in his usual first place spot. Mattheisen, Rod Huffman and Steve Williams followed. Huffman took the wrong line (there was only one right line) through one of those muddy spots mentioned earlier, bogging long enough for Williams to get by. Michlitsch stretched his lead with Mattheisen doing the same to the second-place spot. Williams and Huffman continued to battle.

However, Michlitsch's Kawasaki started coughing, and Tim immediately administered CPR by applying the choke. This worked for a while, but later the condition worsened, and Tim was soon in the pits.

Meanwhile, Williams was having problems of his own out on the track, and he also pulled in. Huffman wasted no time catching up to Mattheisen. Then, on an uphill section, Rod passed for first with relative ease.

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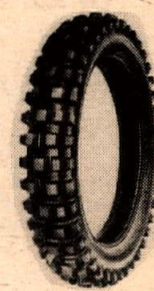
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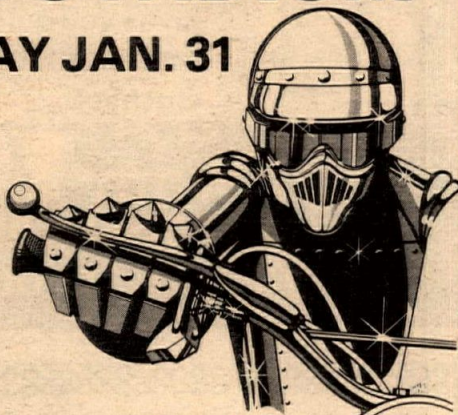
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NORTHERN DATELINE



Robb Manning (29) leaves David Hettinga floundering at Woodland MX.

Huffman won the moto with Mattheisen placing second.

The second 125cc moto was a repeat, with Keller again placing first over Smith.

Michlitsch was back on the starting line for moto two of the 250cc class with some new adjustments made to his Kawasaki. Mattheisen led the moto for one lap, but Michlitsch was soon charging by for first. Tim led for three more laps after that, but as before, his scooter started to stick, and Tim pulled in. Tim's mechanic commented, "It's a brand new carburetor, and we just don't have the needles and jets we need."

Mattheisen rode on to first place with Williams and Huffman following.

Michlitsch was able to make up for some of his misfortune by riding brilliantly in the Open Pro class. He easily won the moto over fellow riders Brian Mode, who placed second both motos, and Randy Toreson, who chalked up two thirds.

As usual, the 125cc Junior class was the largest class of the day, containing 11 riders. Topping the class was Eugene rider Larry Brumwell. Placing second overall was Steve Cornelison. Steve came to the races with the intention of just relaxing and watching the day's event. But 125cc Intermediate rider Ted Perreard wasn't having any of that, and he persuaded Steve to ride, even loaning him his Suzuki. Someone else donated boots to the cause while someone else came up with a pair of rain pants. After placing second overall, Steve was glad he rode!

Results

125 PRO: 1. Rod Keller (Suz); 2. Rick Smith (Yam).
 250 PRO: 1. Mark Mattheisen (Yam); 2. Rod Huffman (Suz); 3. Steve Williams (Yam).
 OPEN PRO: 1. Tim Michlitsch (Kaw); 2. Brian Mode (Yam); 3. Randy Toreson (Moi).
 PEE WEE MIDGET: 1. Chris Renard (Suz); 2. Angela Renard (Hon).
 PEE WEE JR: 1. Ryan Huffman (Yam); 2. Jason Janson (Suz); 3. Jimmy Row (Yam).
 PEE WEE INT: 1. Jeff Daily (Yam); 2. Monty Spalding (Yam).
 MINI JR: 1. Jeff Daily (Yam); 2. Greg Widen (Yam); 3. Mike Crowell (Yam).
 MINI INT: 1. Matthew Ramey (Yam); 2. Courtney Shaffer (Yam).
 MINI EX: 1. Robbie Blagg (Yam).
 100 JR: 1. Fritz Frisenjahi (Hon).
 100 INT: 1. Frank Pifferini (Yam); 2. Dennis Rotherham (Yam); 3. Charlie Byrd (Yam).
 125 JR: 1. Larry Brumwell (Yam); 2. Steve Cornelison (Suz); 3. Gary freels (Suz).
 250 JR: 1. Lance Kelly (Suz); 2. Darryl Hamilton (Suz); 3. Mike Obie (Yam).
 125 INT: 1. Ted Perreard (Suz); 2. Lonny Sayles (Yam); 3. Randy Alliman (Suz).
 250 INT: 1. Wes Roberts (Hon); 2. Rick Huffman (Suz); 3. Bob Hansen (Hon).
 OPEN INT: 1. Greg Wiley (Suz); 2. Elmer Reimer (Suz); 3. Ken Kulluson (Hon).
 OT: 1. Bill Row (Yam); 2. Elmer Reimer (Suz); 3. Joe Depew (KTM).

Harrison, Wosick, Schlag score at SHR MX

By Sally Sideliner

BRENTWOOD, CA, NOV. 29

Sand Hill Ranch continues to attract more riders each week as Tom Anderson keeps adding new twist, turns and jumps per the riders' suggestions...and the 125cc Juniors loved it today. Holeshoot by Vernon Forsyth for the uphill start, a new Junior, Chris Plain from Oakland Yamaha, took the lead in the first turn coming from 10th off the gate. Turn two and Forsyth took his lead back but Plain kept a close second. On every uphill, Chris's Yamaha closed the gap, and on the third lap he made his move and ran. Brian Otto began to close on Forsyth and made his move on the last lap. Holding fourth all this time was Dave Moreci.

The second moto was a different story. Moreci and George Hopper (riding his first Junior race) led up the hill. Moreci continued on the left turn, and Hopper was pushed off the track. Otto quickly took the lead through the right-hand tight sand corner with Callahan, Barazoto and Scott Perry in close pursuit. Callahan made his move on the uphill to overtake Moreci. The moto went to Otto and Moreci with Otto getting the overall.

Many well-known hot shoes lined up for Open Expert. Donnie Cantaloupi was on a 1982 KTM, local Joey Schlag on a 1981 KTM. Alan Berlutti, Blue Plate number one, and Doug McRae, the "Keystone Kid," were also there. Joey and Donnie came from opposite sides of the gate to form a perfect triangle up the hill. Cantaloupi crested the hill first gaining five seconds on Joey. Dave Coupe followed for third with Berlutti and Kelly Barry right behind. Schlag closed the gap on the downhill and ran wheel to wheel with the other KTM when Donnie suddenly started slowing down after losing a chain. A quick fix for a 30-yard ride and off again, which put Donnie out for the day.

Although Joey now held a terrific lead, McRae and Berlutti both battled for third. Berlutti finally got by, and second place Coupe got a flat, dropping to fourth.

Second moto racing was just as good as Schlag and Coupe led the laps with

Berlutti and John Coulombe in tow. Berlutti took a tumble leaving the finish to Schlag, Coupe and McRae.

Blue Plate number four Scott Rebeck shot to the front of the 125cc Expert race to be cut off by Mark Hearn, last week's winner. Mike Preston jumped in for the fourth position but by the end of lap one, it was Hearn, Rebeck and Mike Whalen wheel to wheel, as Brad Harrison moved in to pick them off. Rick Ryan showed aggressive riding and moved from sixth to third, giving moto one to Hearn, Rebeck and Ryan.

Preston dropped to 20th as a result of a flat tire. He came back for a win in the second moto, but the overall went to Harrison, Ryan and Rebeck.

Twenty-five 250cc Experts lined up to do battle with Jim Ellis, Joe Schlag, Larry Wosick and Cantaloupi. Schlag bolted off the starting line followed by Ellis and Kimo Casey. A pileup in the first right-hand sand corner saw Wosick, Ellis and Shawn McConn get the jump on everyone.

Halfway through, Schlag lost his lead to a rear wheel problem and pulled off, giving the moto one win to Wosick.

Ellis came back to head the pack for moto two with Wosick gaining ground and holding second. Wosick claimed the overall for the day.

Results

80 NOV: 1. Vince Vacente (Suz); 2. David Johnson (Yam).

125 NOV Div 1: 1. Carl Nunes (Suz); 2. Lance Link (Suz); 3. Bob Zamaroni (Yam).

125 NOV Div 2: 1. Don Hall (Yam); 2. Erik Pjellbo (Suz); 3. John Burnett (Suz).

250 JR: 1. Bob Wosick (Yam); 2. Tom Landgraff (Hon); 3. Craig Connelly (Yam).

OPEN JR: 1. Harry Bradwell (Mail); 2. Pete Hann (Mail); 3. Theo Bernhard (Mail).

250 NOV: 1. Greg Londahl (Suz); 2. Ron Bradley; 3. Lance Link (Suz).

80 JR: 1. Chris Stewart (Kaw); 2. Chad Kay (Kaw).

80 EX: 1. Eric Liddell (Yam); 2. Tyson Vohland (Yam).

OPEN EX: 1. Joey Schlag (KTM); 2. Dave Coupe (Mail); 3. Doug McRae (Yam).

125 EX: 1. Brad Harrison (Suz); 2. Rick Ryan (Yam); 3. Scott Rebeck (Suz); 4. Mike Whalen (Yam).

OPEN NOV: 1. Dean Sweet (C-A); 2. Terry Huffer (Suz); 3. Jim Allnutt (Suz).

OT NOV: 1. Jerry Hartan (Mail); 2. Douglas Baker (Hus).

OT JR: 1. Gary Nauman.

OT EX: 1. Jim Saitone (Mail); 2. Bill McClinton (Mail).

250 EX: 1. Larry Wosick (Hon); 2. Jim Ellis (Yam); 3. Donnie Cantaloupi (KTM).

Anderson, Eaton ice wins at Woodland MX

By Jan Newman

WOODLAND, WA, NOV. 28

Jim Anderson and Eric Eaton sewed up the Pro classes at Woodland MX, showing us that even skittery sections of ice are within their abilities. The track was pretty well frozen in most places during practice and even though it warmed up considerably during the day, a couple of back sections resisted any thawing.

The 125cc Juniors, 20 strong, started the day. They were not to the first turn when we discovered who could skate and who couldn't. The scratch was icy, and when one rider near the front slid down, about eight more slid, plowed and dived into a colossal pile. All of the riders got up, but several bikes were stretcher cases.

Mike Williams (Yam) led the survivors to the wire with Bruce Barnes (Hon) second all the way. Chris Studer (Suz) took third from Brian Curtis (Suz) on the final lap. Darryl Waddle (Suz) led the second round, and Studer was second for the overall win. Waddle went 6-1 for second and Williams added a sixth for third.

When the 125cc Pros hit the line, they knew it was frozen. Several of them just waited until they got to the icy spots back out of sight to fall. Jim Anderson (Yam) nabbed the lead and put in a flawless ride, ice and all, to win comfortably.

Eric Hall (Yam) was second off the line but fell on the third loop allowing Robb Manning (Suz) and Stacy Thornton (Suz) by before he got going. Hall nagged at Thornton for several laps before he could move by for the third but two laps later his engine went cold. Yamaha rider Scott Tyler borrowed a buddy's Suzuki to take fourth, and Danny Diesso (Suz) recovered from a first lap slide to take fifth.

Thornton headed Anderson for the first lap of moto two, but then Anderson was gone again for another win. Thornton was gone, too, a couple of laps later when his tranny went. Tyler was there to take over second, which he held all the way. There was a dog fight going on for third between Jeff Cropper (Suz) and Manning. Cropper was just far enough ahead to be able to land right under Manning when he laid it down in the whoops. Manning did some mid-air corrections to land mostly on the bike instead of Jeff, but he, too, went down. Manning managed to get going just behind Diesso but went by a lap later to finish third.

When the 250cc Pros left the gate, Eric Eaton took the lead on his new Husky. Anderson was close on his heels as the two pulled out an astounding lead in only one lap. Eaton rode smooth and easy as he pulled away from even Anderson, who seemed to be riding a little rough, during the first half. Then Anderson turned on the smooth, and Eaton was making the little mistakes as Anderson ate up the distance between them and took the lead two laps from the end. John Christian (Yam) finished third.

Steve Smith (Yam), in his first race after a broken collarbone, led the second moto off the line, but Anderson took over before the end of the lap. Eaton moved up to second on lap two, and Christian went to third for the last half. Rob Watilo (Yam) was fourth.

Tim Michlitsch (Kaw) led the first Open Pro moto but went down in the back section. We never saw him again. Mechanics kept him sidelined. Eaton bested Christian in both motos for the overall.

Results

PEE WEE JR: 1. Adam Park (Suz); 2. Andy Snow (Yam).

PEE WEE EX: 1. Grant Bergstrom (Yam); 2. Jeff Daily (Yam).

MINI JR: 1. Mike Crowell (Yam); 2. Jeff Daily (Yam); 3. Dawn Piazza (Yam).

MINI INT: 1. Terry Swanson (Yam); 2. Nicky Blasdel (Yam); 3. Tracy Bethel (Kaw).

MINI EX: 1. Denny Fennell (Yam); 2. Todd Hoover (Yam); 3. Jamie Munson (Yam).

MINI EXHIBITION: 1. Eric Hall (Yam); 2. Denny Fennell (Yam); 3. Todd Hoover (Yam).

100 JR: 1. Steve Hiersche (Yam); 2. Mike Hess (Suz); 3. Steve Jones (Suz).

125 JR: 1. Chris Studer (Suz); 2. Darryl Waddle (Suz); 3. Mike Williams (Yam).

125 INT: 1. Vonn Jones (Yam); 2. Todd Hoover (Suz); 3. Mike Lee (Yam).

125 PRO: 1. Jim Anderson (Yam); 2. Robb Manning (Suz); 3. Scott Tyler (Suz).

250 JR: 1. Dave Hendershot (Yam); 2. Dennis Campbell (Yam); 3. John Pierce (Yam).

250 INT: 1. Dave Eakin (Hon); 2. Jerry Hendershot (Yam); 3. Kirk Giggers (Hon).

250 PRO: 1. Jim Anderson (Yam); 2. Eric Eaton (Hus); 3. John Christian (Yam).

OPEN JR: 1. Gary Gump (Yam); 2. Dale Sahleen (Yam); 3. Dean Roman (Mail).

OPEN INT: 1. Mike Perry (Yam); 2. Stu Osborne (Yam); 3. Dave Eakin (Hon).

OPEN PRO: 1. Eric Eaton (Hus); 2. John Christian (Yam).

OTH C: 1. Dennis Anliker (Yam); 2. Denny Femrite (Kaw); 3. Mike O'Connor (Yam).

OTH B: 1. Roger Knight (Yam); 2. George Dennis (Kaw); 3. Jim Wood (Hon).

OTH A: 1. Mike Perry (Yam); 2. Stu Osborne (Yam); 3. Ray Fisher (Mail).

OT NOV: 1. Jerry Hiersche (Kaw); 2. John Wilkey (Hon); 3. Carl McBurnett (Suz).

OT AM: 1. John Semmler (Yam); 2. Bill Tester (Mail); 3. Nate House (Yam).

OT EX: 1. Gary Bonds (Hon); 2. Jim Lamkin (Hon); 3. Jim Newman (Mail).

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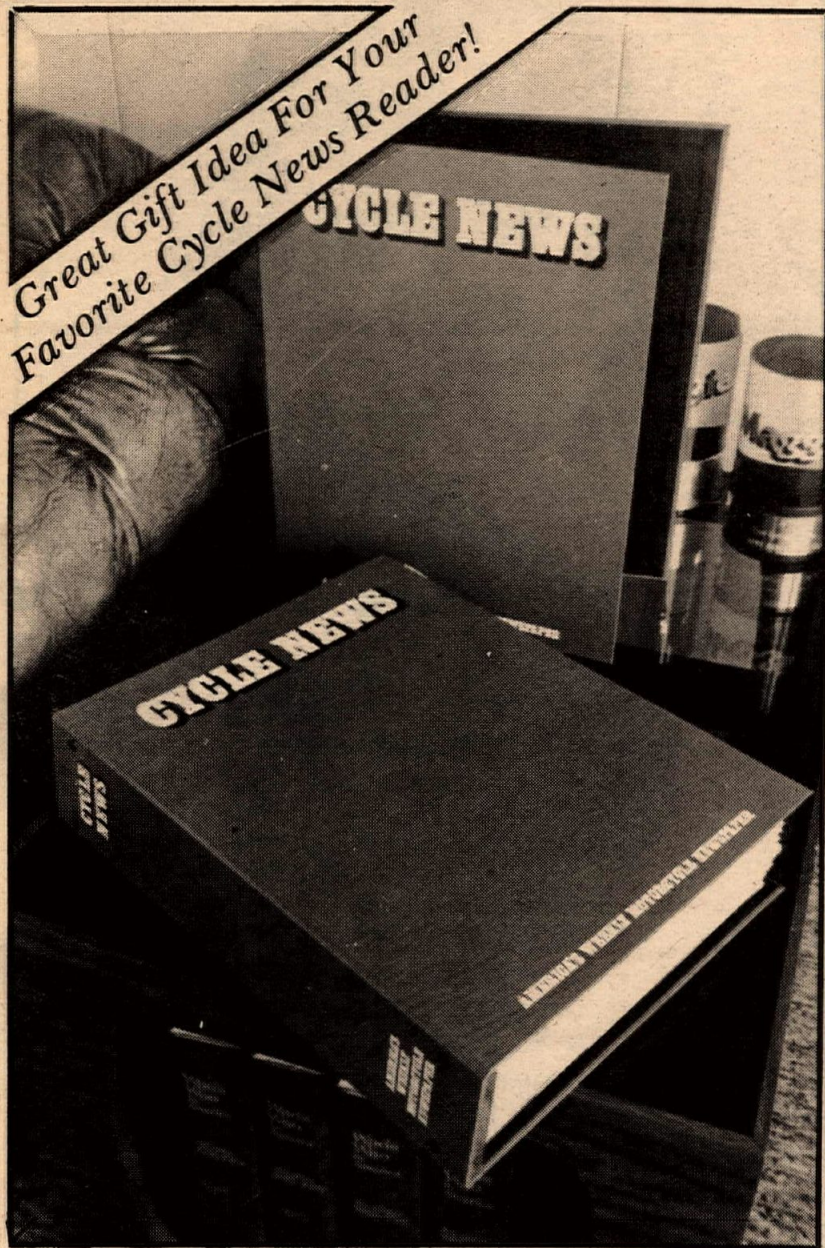
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Derek Wedding smoked the Expert class at Swan MX. (File photo)

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Troudt, Pieper tops at Denver speedway

By Sam Slideways

DENVER, CO, DEC. 4

Jim Troudt and Ken Pieper beat all challengers on their way to winning the Handicap and Scratch mains, respectively, at the Western Stock Show Arena tonight.

Thanks again to the fine work of the promoters, racing action in all of the heats was spectacular. With several of the state's fastest riders in every heat, you can be assured that each transfer spot was well earned.

Several of the semis had lineups you might see in a main event. Being called "mini mains," the semis produced such close racing, it was obvious the mains would be some of the best all season.

Doing a super job in his heats, Bill Walsh was the first man out for the Handicap main. Johnnie Zweygardt (Denver Used M/C Parts/Shokempo Martial Arts) was the next man out on the 20-yard line. Also lining up on the 20 was Jim Troudt. Dave Pieper (Buckram Contractors) was joined on the 30-yard line by Brian Hoel (Wyscarver Signs) on Bill Wyscarver's Jawa. Completing the lineup was Ken Pieper (Buckram Contractors/Colo. Concept Hair Design/Flash M/C) on his recently purchased four-valve Jawa.

With Walsh getting his expected holeshot, there was an intense battle for second and third place. As the riders spread out slightly, Troudt began to put the pressure on Walsh. By the third lap, both Ken Pieper and Hoel had gotten by Zweygardt.

On the fourth lap, a real war had begun to develop between Hoel and Ken Pieper. Pieper would go in wide trying to get a drive while Hoel would stuff it in under him. This jamming went on for almost the entire race.

Meanwhile, Troudt slipped by Walsh on the last lap. The battle for third continued with Pieper in front at the finish.

After the best heat racing all season, the stage was set for an exciting Scratch main. Lining up in the number one

slot on the inside was Scott Ormiston (E.E.O. Co.) on Fred Martin's Jawa. Next to him was Christ Reichardt (Assoc. Automotive Ind./Brownell Dist./Corey's Wheels) on Gene Plue's Godden. In the number three slot was Hoel with Ken Pieper on the outside. Getting the best start when the gate went up, Reichardt had a nice holeshot. Only one problem, he went into the corner so hard he got too far sideways. When this happened, Ormiston ran right into Reichardt's rear wheel, causing them both to fall in a spectacular crash.

After the bikes and bodies were separated, both Reichardt and Ormiston returned to the line for the restart. When the tapes went up, this time Pieper got the holeshot with a very questionable "roll shot." He was followed by Hoel and Ormiston with Reichardt trying the outside. On the second lap, Reichardt got a super drive coming out of turn two and motored by Hoel to take over third place.

Pieper had managed to put a little distance on second place Ormiston by the third lap. Also on the third lap, Reichardt had closed the gap between himself and Ormiston. On the last lap, Reichardt got a better drive in turn two and slipped by Ormiston for second place.

In the King of the Hill match race, it was challenger Brian Hoel against Mike Golightly (Brownell Dist.) on the Yamaha West Jawa. When the gate went up, it was Golightly with the holeshot from the inside. Because of a gate malfunction, the race was restarted. Again, Golightly got the holeshot with Hoel right on his tail. Golightly continued to lead with Hoel trying every possible line to get the lead. On the last lap, Hoel lost traction and fell coming out of turn two. Golightly went on to win the race besides setting a new two lap record. The old record was held by Ken Pieper, it was a very fast 21.03. Golightly's new record is 20.75. This also makes the second week in a row that Golightly has won the King of the Hill match race.

Any of you out of state riders remember, the race on December 18 is the Winter Season Championships, so if you are looking for a place to ride, this will be your last chance until March of '82.

Results

SCRATCH MAIN: 1. Ken Pieper; 2. Chris Reichardt; 3. Scott Ormiston; 4. Brian Hoel.
HANDICAP MAIN: 1. Jim Trout; 2. Bill Walsh; 3. Ken Pieper; 4. Brian Hoel; 5. Johnnie Zwegardt; 6. Dave Pieper.

Reichardt and Borgman bag Denver speedway wins

By Sam Slideways

DENVER, CO, NOV. 27

Duplicating their winnings ways of last season in preparation for their upcoming trip to South Africa for some team racing, both Chris Reichardt and Mark Borgman scored one main event win each at the Western Stock Show Arena.

Returning to a normal Handicap/Scratch program this week, the promoters not only provided a better than usual track surface, they also did a super job of setting up the heat races with some of the best match-ups in every race. With names like Ormiston, Borgman and Steele in one heat, action was very hot from the first heat on. Along with some super lineups in the heats, there was also a couple of upsets, like Bill Walsh (recently advanced to First Division) winning his heat and defeating both Dave Pieper and Larry Larson.

Racing in the semis was some of the most exciting seen ever. One Handicap semi in particular saw Mark Corbett fall twice in the same corner. The second time, he became the first rider to put his bike completely over the wall. In the same race, Mike Golightly passed two other riders on the last lap by wheeling past them on the inside coming out of turn four. By the way, Corbett was alright and even made his next race on the same bike.

Lining up for the Handicap main was Bill Walsh, Jim Kinnish, Mike Golightly (Brownell Dist.) on the Yamaha West Jawa, Ken Pieper (Buckram Cont./Flash M.C./Colorado Concept Hair Design) on his recently purchased four-valve Jawa, Larry Larson (M/C Parts Center) on his Jawa and Chris Reichardt (Brownell Dist./Associated Automotive Ind./Malcolm Smith Prod.) on Gene Plue's Godden. When the gate went up, Walsh naturally got the holeshot with Kinnish right behind and Reichardt and Pieper trying the outside. By the second lap Reichardt, Pieper and Kinnish had all gotten by Walsh. On the third lap, Pieper and Kinnish got hung up together and went down in turn four.

Meanwhile, Golightly had gotten by Larson and began closing in on Walsh for second. By the last lap, Reichardt had developed a nice lead with Golightly in hot pursuit after passing Walsh. At the finish, it was Reichardt followed by Golightly with Larson and Walsh handlebar to handlebar for third. Walsh held on for third in his first Division One main event.

After four very fast heats and a couple of crazy semis, the lineup was set for the Scratch main. Drawing the pole was Mark Borgman (Super Seer/Malcolm Smith Prod.) on Gene Plue's old J.A.P. Next to him in the number two slot was Chris Reichardt, Rick Steele (Senti Yamaha) on his Jawa and Bryan Hoel on the outside on Bill Wycarver's Jawa. After getting the holeshot, Borgman went a little wide causing Reichardt to fall while trying to avoid Borgman's rear wheel.

For the remainder of the race, Borgman rode a smooth and tight line

leaving Steele and Hoel to battle for second. It was a real battle with lots of passing and repassing. At the finish, Borgman had a comfortable lead, but you could have covered Hoel and Steele with a blanket, they were so close. Hoel managed to make the last pass count, hanging on for second.

The King of the Hill match race saw Larry Larson and Mike Golightly pair off for a follow-the-leader race. Golightly got the holeshot from the pole and rode a fast and tight line to hold on for the win. Could this be the beginning of another match race win streak like last year for Golightly?

With the winter season championships fast approaching, the invitation for other riders from out of state to come in and try some mile hi-style speedway is sent out again. If you are interested, please call the promoters at 303/935-3559 and tell them when you might be out here.

Results

SCRATCH MAIN: 1. Mark Borgman; 2. Bryan Hoel; 3. Rick Steele; 4. Chris Reichardt.
HANDICAP MAIN: 1. Chris Reichardt; 2. Mike Golightly; 3. Bill Walsh; 4. Larry Larson.
SECOND DIV: 1. Mike Jaudon; 2. Bill Walsh; 3. Lance Krig; 4. Rusty Haffet; 5. Russ Yoder.

Wedding wins at Swan MX

By Lynn Nickerson

TYLER, TX, NOV. 22

Earl Cherry, Derek Wedding and Donnie Margraves were just three of the many winners today at Swan MX. Promoter Bill Law and wife Marty worked their magic to perfection by having a well run race.

Conroe Suzuki rider Cherry turned the big bike tables around in the Over 30 Expert class by winning on a 125 Suzuki. Kawasaki dealer David Ray got the second-place nod with Jimmy Moore finishing third with a 2-3 day.

The combined Expert class belonged to Team Husky's Derek Wedding aboard Husky's new '82 250CR. The second-place battle featured two of the area's faster 125 riders — Todd Young and Tom Holtan. The pair traded 2-3 scores with Holtan coming out on top for second overall.

The 250cc Novice class was again the property of Donnie Margraves by virtue of superior riding. He posted wins in both motos to secure the overall in his return to racing after injuries earlier in the year sidelined him. Sam Walkup's consistent seconds placed him in there with Suzuki rider Tom Cheavens a close third.

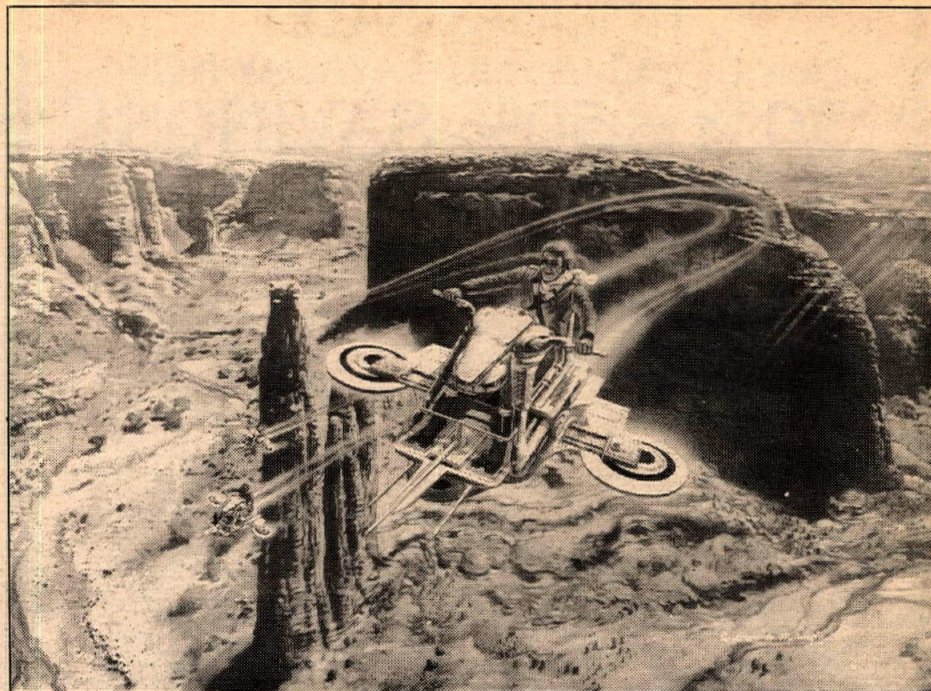
Kevin Rivers, T.C. Carton and Jimmy Williams signed up and finished in that order overall in the Over 30 Intermediate class.

In the always exciting 125cc Novice class, David Smith of Tyler Yamaha bested the field with moto placings of 2-1. Second went to Stacy Glenn who went 1-3. Suzuki-mounted Steve Carrier completed the set with 3-2 finishes for third.

Results

COMB EX: 1. D. Wedding (Hus); 2. T. Holtan; 3. T. Young.
OVER 30 EX: 1. E. Cherry (Suz); 2. D. Ray (Kaw); 3. J. Moore (Hus).
250 NOV: 1. D. Malgraves; 2. S. Walkup; 3. T. Cheavens (Suz).
OVER 30 INT: 1. K. Rivers; 2. T.C. Carton; 3. J. Williams.
125 NOV: 1. D. Smith; 1. S. Glenn; 3. S. Carron.
3-WHEELER: 1. S. Way; 2. R. Clayton; 3. Robbie Clayton.
MINI SR: 1. B. Howell; 2. J. Jessup; 3. J. Langford.
BEG: 1. D. Parson; 2. D. Stuckey; 3. D. Knotts.
MINI JR: 1. J. Langford; 2. J. Howell; 3. T. Carton.
100 NOV: 1. M. Bland; 2. J. Simon; 3. B. Carron.
MICRO MINI: 1. J. Howell; 2. J. Festerman; 3. R. Pellesing.
125 INT: 1. R. Pipes; 2. J. Simon; 3. H. Hagan.
250 INT: 1. M. Humphries; 2. J. Caldwell; 3. S. Warner.

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*Racing
*Street
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(Continued from page 25)

gether and form a driving schedule
that was easier to follow."

In Alexander's eyes, acknowledge-
ment for mechanics has slacked off a
bit in recent years. "A few years ago
they gave us a bit more credit, but now
they (motorcycle press) seem to back
away. There's two guys out there—the
rider and mechanic. A mechanic plays
with the rider's future if mechanical
problems occur throughout the year.
If the rider doesn't finish, who's to
blame? The mechanic."

Alexander stressed the amount of
time needed to correctly prepare a
factory bike. "The privateers just
aren't as thorough as the factory
mechanics are. That's why they break
more often."

When Danny LaPorte was still with
Suzuki, Alexander was his tuner. Pat's
career high point to date was helping
Danny win the 1979 500cc National
Championship.

Jon Slenzak

Slenzak, 25, tuned for Darrell Shultz
and resides with wife Karen in
Anaheim, California. He says hobbies
and relaxation periods are few as all of
his time is devoted to tuning.

It started at age 12 for Slenzak when
he first took an interest in bikes. His
latest accomplishment is Shultz's win
at the Daytona Supercross this year.
Slenzak tries to emulate the teams of
Jon Rosenstiel/Broc Glover and Jeff
Clark/Mark Barnett. His biggest disap-
pointment this season came when
Shultz twisted his knee at the Houston
Supercross while in the points
lead—Supercross racing is Slenzak's
favorite. His biggest complaint is too
many hours on the road. Last year he
racked up 52,000.



"The AMA is doing their best,
there's no other way to do it," said
Slenzak concerning the AMA/

mechanic relationship. "The only
thing I could ask for would be a year-
long pit pass for factory mechanics,
those of us who attend every race. It
would cut down on hassles."

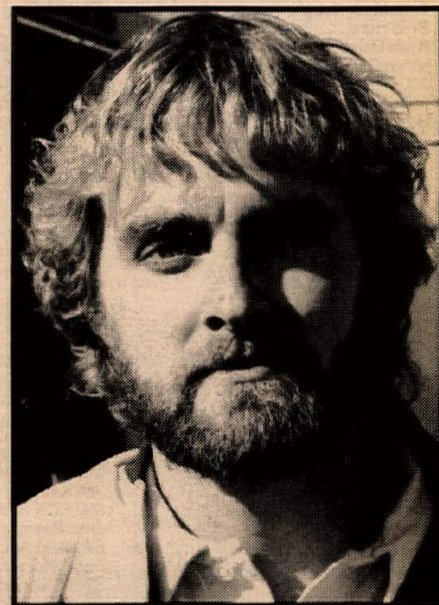
Slenzak feels the public may have
the wrong idea about what a mechanic
does. "It's a misconception. People
think mechanics work one day a week
and then party. They don't realize the
mileage we run, the aggravation, the
hassles we put up with. If they (the
people who see mechanics at the races)
think you can make a name for your-
self as a mechanic, they're going to get
in the wrong business."

"All I care about is that the right
people know I'm doing my job. If
you're not doing your job your rider
doesn't have a chance, but if the
mechanic doesn't have the rider it
won't work either. It's a 50/50 propo-
sition."

Jeff Clark

Clark, 24, tunes for Mark Barnett and
resides with wife Louise in Corona,
California. He likes to work around
the house and drive remote control
model cars in his spare time.

Clark got into racing in 1970 when
he bought a Taco mini bike. In '71 he
purchased a Hodaka Super Rat, and
since has collected six other dated race
bikes. When Clark started getting
injured racing he took to wrenching
because he realized he could help
others ride faster and better. His rivals
are Jim Felt and Greg Arnette. "When
Greg worked for Suzuki (as Kent
Howerton's mechanic) we constantly
battled for the cleanest bike," said
Clark.



Clark wishes TV coverage would be
greater for MX races and that he
wouldn't have to make as many cross-
country trips as he does during the
season. Other than those complaints,
self-satisfaction is his motivator.
"Since I've been with Mark we're
looking at three championships. Us
coming together made it happen. It's
communication, we do what has to be
done to win. Sure I'd like more
coverage, but to take recognition away
from another mechanic in order for
me to have more, I'd say no. You have
to remember it's easier to replace a
mechanic than a Mark Barnett."

"I don't think you could say he's
winning because of me. He's 100
percent, I'm 100 percent. Some of the
other mechanics don't put out a full
effort."

Clark wishes he had a bit more
understanding from the public at
times. "When they see us acting
grumpy I think they need to give us a
break. We're under heavy pressure
from the companies to perform.
Usually we're in a good mood, but
everybody can't win at the races.
There's one pumped mechanic and 39
depressed ones."

RESULTS

Benton County Short Track Corvallis, OR Nov. 21, 1981 By Suanne Light

MAIN
BEG MINI A
Jack Johnson
Doreen Cain
Ryan Huffman
EX MINI A
Kevin Lawrence
Rex Fisher
Wayne Frampton
100 A
Brian Woolard
Kevin Thorton
Steve McCartney
125 A
Donald Paul
David Woolard
Charlie Mitchell
200 A
Steve McCartney
Ken Bowman
Bill Faus
250 A
Brian Loesch
Dan Bennett
Frank Word
OPEN A
Chuck Pratt
250 PRO
Brian Loesch
Frank word
Bill Oliver
Jeff Campbell
Mike Moritz
OPEN PRO
Dan Bennett
Tom McCullough
Brad Hurst
Ryan Fisher
Vince Gilder
250 B
Mike Lawrence
Bob Mahr
250 C
Darin Loesch
LITTLE MINI BEG A
Chris Tryon
Heath Hutchens
Trona Free
TROPHY DASH
LITTLE MINI BEG
Heath Hutchens
BEG MINI
Ryan Huffman
EX MINI
Donald Paul
100
Kevin Thorton
125
Billy Hagmann
200
Ken Bowmann
250 SPT
Brian Loesch
OPEN SPT
Tom McCullough
250 PRO
Frank Word
OPEN PRO
Brad Hurst

Motocross Livermore Valley Raceway Livermore, CA Oct. 11, 1981 By Jerry Newray

250 PRO
Doug McRae Yam
Troy DeHerrera Yam
Larry Coleman Hus
125 PRO
Doug McRae Yam
Troy DeHerrera Yam
Mike Scott Suz
250 INT
David Minjares Suz
Tim Bianchi Hus
David Vanni Hus
125 INT DIV 1
Paul Van Horsen Suz
Dennis Hammel Yama
Steve Furtado Yam
125 INT DIV 2
Don Hall Yam
John Malcome Yam
Bill Earle Suz
OPEN INT
Todd Gilreath Hus
Mark Fickas Yam
Rick Jost Yam
50/60/80/100 INT
Chris Neal Yam
Mike Thompson Kaw
Jimmy Clay Yam
250 JR
Gary Fargo Yam
Bob Wosick Yam
Randy Lan C-A
125 JR
Shane Gunson Yam
Scott Keller Hon

Cory Perreault Suz
OPEN JR Yam
Dwaynn Turner Mai
Tedd Trudeau Mai
Bill Cooley Suz
VET EX
Bob Dunn Hon
Steve Marusz Hon
David Lehman Yam
VET INT
Jerry Caton Suz
James McIntyre Suz
Gary Estes Kaw
VET JR
Nick Novak Kaw
OT EX
Jim Armada Mai
Mike Heiberger Mai
Gene Hrobsky Hus
OT INT
Ralph Miller Yam
Douglas Baker Hus
OT JR
Jerry Auvinen Suz
Gary Magann C-A
Max Goode Yam
125 BEG
Marty Teeling Yam
Rich Mossman Suz
David Sminatore Yam
OPEN BEG
Paul Giovannoni Mai
Robert Masters Yam
Scott Baker Hus
50/60/100 BEG
Daryle Yocent Hon
George Kosovilka Hon
Tim Forrester Yam

Southern Nevada Road Racers Final Point Standings

OVERALL
Jack Baker 363
Slim Stephens 239
Lance Owens 204
Bob Betke 184
Mike Van Natta 163
Henry Tecza 151
Les Goebel 144
Ed Malkiewicz 136
Pete Davis 100
Jody Morgan 69
Steve Kopp 51
Jan Kay 42
Norm Benedum 40
Jon Parisena 34
Bill Ried 33
Matt Antonucci 28
Eugene Coward 26
Casey Hermansen 26
David Janeczko 26
Dave Smith 26
450 BOX STK
Mike Van Natta 64
Jan Kay 42
600 BOX STK
Jack Baker 69
Ed Malkiewicz 40
Jody Morgan 36
Slim Stephens 30
Glen Barentine 12
Norm Benedum 12
Steve Kopp 12
750 BOX STK
Les Goebel 51
Bob Betke 29
Slim Stephens 13
Scott Chaytor 11
OPEN BOX STK
Jack Baker 39
Lance Owens 13
450 PROD
Mike Van Natta 67
Steve Kopp 27
David Janeczko 24
Ed Malkiewicz 12
600 PROD
Jack Baker 80
Ed Malkiewicz 61
Henry Tecza 58
Jody Morgan 33
Eugene Coward 13
750 PROD
Jack Baker 77
Bob Betke 57
Les Goebel 46
Henry Tecza 40
Matt Antonucci 28
OPEN PROD
Lance Owens 98
Bill Ried 33
Bob Betke 29
Jack Baker 15
Dave Smith 14
Slim Stephens 14
600 SUPERSTREET
Jack Baker 55
Henry Tecza 38
Slim Stephens 25
Norm Benedum 17
Lance Owens 15
750 SUPERSTREET
Bob Betke 69
Les Goebel 47
Pete Davis 38
Henry Tecza 15
Scott Chaytor 1

OPEN SUPERSTREET
Lance Owens 65
Slim Stephens 63
Casey Hermansen 26
Jon Parisena 17
Jack Baker 15
500 GP
Slim Stephens 14
Jack Baker 13
Steve Kopp 12
OPEN GP
Pete Davis 62
Slim Stephens 57
Jon Parisena 17
Lance Owens 13
Harry Mixie 11

ERA Points as of Nov. 22, 1981 Eugene, OR By Suanne Light

PEE WEE
Chuck Standeford 36
Troy Campbell 22
Ryan Huffman 20
Jimmy Row 19
Jason Wood 9
Chris Renard 8
Frank Chunningham 8
MINI
Shawn Correll 34
Anthony Valenzuela 30
Brian Springer 24
Matt Ramey 15
Curt Cunningham 10
100
Scott Adair 40
Todd Krenick 34
Dennis Rotham 9
Kevin Mallard 8
125
Lonny Sayles 29
Dwayne Taylor 29
Rick Gunderson 27
Doug Boddy 26
Jeff Toedtmer 25
Mark Esterberg 23
Jody Jameison 12
Ken Britt 7
Loren Brickson 5
Randy Alliman 5
Greg Bowers 4
Mike Burke 3
Scott Avery 2
Bill Holtman 1
250
Bill Row 34
Marty Mahew 28
Linsey Wurn 25
Mike Smothers 22
Mike Robinson 18
Robert Hansen 17
Rudy San Martin 11
Joe Santich 10
Rich Moore 8
Rich Huffman 7
Chet Campbell 4
John Wincewicz 3
OPEN
Derek Louvring 38
David Beck 32
Ben Grable 22
Kent Chapman 18
Jim Wiser 15
Mark Esterberg 10
Grant Hudkins 8
David Shoemaker 7
Rick France 7
Dean Troglin 7
Alan O'Brian 6
Linden Marsh 4
Sam Bars 4
Paul Remy 3
30-40
Bill Row 39
Dave Weber 29
John English 28
Charlie Standeford 23
Vic Church 19
Gary Foster 11
Jim Denevan 11
Jack Heeter 9
Steve Knebel 7
Frank Daily 6
Charlie Harter 6
David Scott 3

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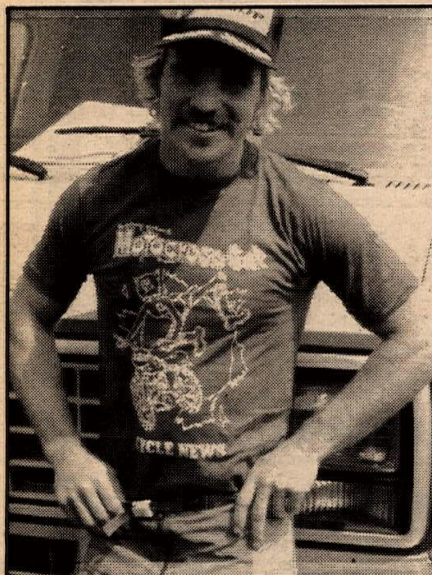
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ITA Trials {
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SSM-MX — Every Saturday
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Series**

2/6 ST/Houston, TX
2/7 TT/Houston, TX
3/1-7 RR/Daytona Beach, FL
4/3 TT/Gardena, CA
4/17 M/Sacramento, CA
5/2 M/San Jose, CA
5/8 H-M/Gardena, CA
5/16 M/Springfield, IL
5/21-24 RR/Elkhart Lake, WI
6/5 H-M/Louisville, KY
6/12 H-M/Harrington, DL
6/19-20 RR/Loudon, NH
6/26 H-M/Knoxville, TN
7/3 M/Indianapolis, IN
7/11 RR/Monterey, CA
7/16 TT/Santa Fe, IL
7/24 M/DuQuoin, IL
8/8 (or 15) RR/Mt. Pocono, PA
8/13 ST/Santa Fe, IL
8/15 TT/Peoria, IL
8/22 H-M/Tulsa, OK
8/21-22 RR/Sonoma, CA
8/28-29 M/Indianapolis, IN
9/4 H-M/Hamburg, NY
9/12 M/Syracuse, NY
9/19 M/San Jose, CA
9/25 H-M/Gardena, CA

**AMA/
Wrangler Super-
cross Series**

1/30 Anaheim, CA
2/13-14 Seattle, WA
2/27 Atlanta, GA
3/6 Daytona Beach, FL
3/19-20 Houston, TX
4/24-25 Pontiac, MI
5/8 Kansas City, MO
7/17 Los Angeles, CA
TBA San Diego, CA

**AMA
National
Motocross Series**

3/28 Sacramento, CA/125-250
4/4 Orange, CA/125-250
4/18 Lake Whitney, TX/125-250
5/2 St. Petersburg, FL/125-250
5/16 Southwick, MA/250-500
5/30 Mt. Morris, PA/250-500
6/6 Atlanta, GA/250-500
6/13 Castle Rock, CO/250-500
6/20 Binghampton, NY/125-500
7/4 Buchanan, MI/125-500
8/15 Washougal, WA/125-500
8/22 Carlsbad, CA/125-500

**AMA Trans-
USA Motocross
Series**

9/26 Lexington, OH
10/3 Buchanan, MI
10/10 Unadilla, NY
10/17 Houston, TX
10/24 Sacramento, CA

**AMA
Superbike
Championship
Road Race Series
(tentative)**

2/TBA Carlsbad, CA (Pro-Am)
3/5 Daytona Beach, FL
3/14 Talladega, AL (Pro-Am)
5/22 Elkhart Lake, WI
6/19 Loudon, NH
7/10 Monterey, CA
8/8 or 15 Mt. Pocono, PA
8/21 Sonoma, CA
9/TBA Kent, WA (Pro-Am)
9/27 Braselton, GA (Pro-Am)
10/3 Daytona Beach, FL (Pro-Am)

**AMA
National Enduro
Schedule
Eastern Region**

2/28 Decatur, GA
5/30 Columbus, OH
8/15 Brooktondale, NY
11/7 Cadiz, KY

Central Region

4/25 Sterling, IL
8/22 Lansing, MI
9/5 Waukegan, IA
10/3 Evansville, IN

Western Region

2/21 Placentia, CA
5/2 Crescent City, CA
5/9 Alamo, CA
5/16 Redding, CA

**AMA
One-Day
Qualifier Series**

3/7 Tulsa, OK
3/14 Post, TX
3/28 Tellico Plains, TN
4/4 Maplesville, AL
4/18 Athens, OH
5/23 Rose City, MI
5/30 Jacksonville, OR
6/6 McMinnville, OR

**National
Drag Race
Schedule****AMA/Drabike!**

4/17-18 Palmdale, CA
4/24-25 Jackson, TN
5/15-16 Atco, NJ
5/22-23 Cincinnati, OH
6/5-6 Fremont, CA
6/12-13 E. Irvine, CA
6/18-20 Tulsa, OK
7/10-11 Columbus, OH
7/31-8/1 Syracuse, NY
8/TBA Belle Fousche, SD
9/4-6 TBA
9/11-12 Byron, IL
9/25-26 Commerce, GA
10/23-24 Las Vegas, NV
11/20-21 Gainesville, FL

IDBA

4/10-11 Gulfport, MS
5/15-16 TBA
6/12-13 Louisville, KY
8/14-15 Cleveland, OH
10/9-10 Gulfport, MS

**SCORE/
Pernod Race
Schedule**

1/9 SCORE Awards Banquet
Anaheim, CA
2/5-7 Parker 400
Parker, AZ
3/26-28 Mexicali 250
Mexicali, Baja California,
Mexico
6/4-6 Baja Internacional
Baja California, Mexico
8/6-8 Off Road World
Championship
Riverside Int'l. Raceway
Riverside, CA
11/3-6 Baja 1000
Baja California, Mexico

**World
Championship
Road Race Series
(tentative)**

3/21 Argentina
5/2 Austria
5/9 France
5/23 Spain
5/30 Italy
6/26 Holland
7/4 Belgium
7/18 San Marino
8/1 England
8/8 Sweden
8/15 Finland
8/29 Czechoslovakia
9/5 Yugoslavia
9/26 Germany

**World
Championship
Endurance Road
Race Series
(tentative)**

4/25 Italy
6/13 Germany
6/20 Austria
7/10-11 Spain
7/25 Japan
8/14-15 Belgium
9/12 England
9/18-19 France

**World
Championship
Motocross Series
(tentative)**

125cc
3/28 Holland
4/4 Belgium
4/25 Austria
5/2 Yugoslavia
6/6 Switzerland
6/20 Czechoslovakia

7/4 France
7/11 Germany
7/25 Finland
8/1 Sweden
8/15 Spain

250cc

4/18 Switzerland
4/25 Spain
5/9 Belgium
5/16 Czechoslovakia
5/23 Poland
6/6 France
6/13 England
6/4 Holland
7/18 NEW BERLIN, NY
8/1 Russia
8/22 Finland
8/29 Sweden

500cc

4/25 France
5/2 Holland
5/9 Sweden
5/16 Finland
5/23 Austria
6/6 Germany
6/13 Italy
6/20 CARLSBAD, CA
6/27 Canada
7/4 England
8/1 Belgium
8/8 Luxembourg

Sidcar

4/4 Italy
4/18 France
5/23 Holland
6/6 Belgium
7/11 England
7/17 Ireland
7/25 Switzerland
8/1 Germany
8/22 Austria
8/29 Denmark
9/12 Spain

**World
Championship
Trials Series
(tentative)**

2/21 Spain
2/28 Belgium
3/7 England
5/16 Italy
5/23 France
5/30 Germany
6/6 Austria
6/20 Canada
6/27 USA
9/5 Finland
9/12 Sweden
9/19 Poland

**National
Road Runs**

5/28-30 National Championship
Field Meet
Great Bend, IN
9/4-5 National Championship
Poker Run
Binghampton, NY
9/11-12 Eastern Championship
Timed Road Run
Hazlet, NJ
TBA Western Championship
Timed Road Run
Open

**CMC Golden
State Series**

1/2-3 Orange, CA
1/9-10 Lake Madera, CA
1/16-17 Marysville, CA
1/23-24 Huron, CA
1/30-31 Sacramento, CA
2/6-7 Carlsbad, CA
2/13-14 Lake Madera, CA

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race 6. Entry \$6/class. Free park-
ing. Mt. Baker M.C. Info 206/
733-5069 (Larry Hanson).

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Friday

CALIFORNIA

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Corona Raceway, Corona, CA. Hwy. 91 E to Buchanan exit. Mini-Open, 100% Ex. p.b. Info 714/689-1913, 735-1705.

SACRAMENTO NIGHT MOTOCROSS

Sacramento Raceway, 5305 Excelsior Rd., Sacramento, CA. E on Hwy. 50, S on Bradshaw Rd., E on 1st St., N on Excelsior. Professional lighting, 5/8-mi. course, free parking, new grandstands. Gates open 5 p.m., prac. 6, sign up 5:30-7, race 7:30. Info 916/363-2653.

TEXAS

MOSIER VALLEY MOTOCROSS
Mosier Valley MX Park, Ft. Worth, TX. Gate & track changes inc. over/under bridge. Trophies thru 5th, Ex. purse \$300 or 300% p.b. All classes, Ex. ride 3 motos. Gates open 5:30 p.m., prac. 7. Entry \$8, Ex. \$10, gate \$4. Info 214/245-4693.

NIGHT MOTOCROSS
Capitol City Night MX, Austin, TX. Adjacent to Austin MX Park, Hwy. 183 N of 7th St. Race 8 p.m. Info 713/482-7593.

RIO BRAVO MOTOCROSS
Rio Bravo MX Park, Houston, TX. 5 mi. E on E. Mount Houston Rd., off Hwy. 59 N. All classes. Trophies thru 6th to Am., 100% Ex. p.b. Entry \$8. Swimming, showers, game room, grandstands. Info 713/458-0090.

Saturday

CALIFORNIA

NIGHT DRAGS
Carlsbad Raceway, Carlsbad, CA. Motorcycles welcome. Info 714/727-1171.

SADDLEBACK SATURDAY MX
Saddleback Park, Orange, CA. Gates open 7:30 a.m., prac. 8-8:30, race 9. Pros race 40 min., others 30 min. Entry \$11, Pros \$17. No memb. or mail entry req. 33.33% trophies. Info 714/495-4771.

OKLAHOMA

OKLAHOMA NIGHT MOTOCROSS
Motorcycle Raceway, Oklahoma City, OK. Btwn. I-40 & I-240 on S. Douglas off S. 59th. All classes, 10 trophies/class. Prac. 5 p.m., race 6:30. Info 405/348-4412 (Tommy Newman).

TEXAS

PRO-AM SHORT TRACK
Ross Downs, Hwy. 26, Colleyville, TX. Btwn. Grapevine & Ft. Worth. Micro Mini-750s, trophies & \$. Gates open 6 p.m., prac. 6:30, race 8:30. Entry \$6, Pros \$10. Info 817/488-9133 (Bob Bagwell).

WASHINGTON

WASHINGTON FLAT TRACK
Hannegan Speedway, Bellingham, WA. Exit 255 off I-5, 1 mi. E, left on Hannegan Rd., 1 1/4 mi. N on rt. Mini-Open, Am. & Semi-pro. Gates open 5 p.m., prac. 7, race 8. Entry \$6/class. Free parking. Mt. Baker M.C. Info 206/733-7346 (George Leonard).

Sunday

TEXAS

TWIN CITIES FLAT TRACK & MOTOCROSS
Twin Cities Speedway, 4918 Hwy. 75 South, Dennison, TX. 50-Open, Am. & Ex. Trophies & cash. Prac. noon, race 1:30 p.m. weather permitting. Info 817/488-9133 (Bob Bagwell).

OKLAHOMA

BIG "L" MOTOCROSS
Big "L" MX Track, Lindsey, OK. Hwy. 52 S of OKC to Blanchard, Hwy. 76 S to 4-way stop, 3 1/2 mi. S of Hwy. 39 on 76, W 1 mi., S 1 mi., W 100 yds. Pee Wee-Over 30, trophies, 100% Ex. p.b. Gates open 11 a.m., prac. 11-1, sign up closes 12:30, race 1. Entry \$7, Ex. \$10, rider gate \$3, watch \$3, 6-12 \$1. Info 405/360-3991 (after 5 p.m.).

Every Sat. & Sun.

RUN WHAT YOU BRUNG STREET RACE

Brotherhood Raceway Park, Terminal Island, CA. Btwn. San Pedro & Long Beach, entrance on Ferry St., next to U.S. Customs Building. Gates open 8 a.m. to 6 p.m. Tech @ 8. Admission \$5 to race or watch. Kids under 12 free. All policemen & firemen & their families admitted free. Brotherhood of Street Racers, Inc. Info 213/672-1814.

December 18

DENVER INDOOR SPEEDWAY
National Western Arena, I-70 & Humboldt, Denver, CO. Races start 8 p.m. Info 303/477-5457, 935-3559, 477-5583.

December 19

WILLAMETTE INDOOR SHORT TRACK

Benton County Fairgrounds, 110 S.W. 53rd St., Corvallis, OR. Mini-Open Am. classes, 250 & 500cc Pros. Knobbies allowed below 200cc. Sign up 6 p.m., prac. 7, race 8. Entry \$5, Pros \$10, watch \$3, pit pass \$4. Willamette Valley Cycle Club. Info 503/753-0566, 472-7523.

SAND HILL NIGHT SCRAMBLES
Sand Hill Ranch, Brentwood, CA. Corner of Camino Diablo & Vasco Rd. All classes, trophies & \$. No cards req., no rider insur. Prac. 7 p.m., race 7:30. Entry \$12, watch \$4. Info 415/634-3328, 798-5695 (Tom Anderson).

December 20

D-36 STUMP FINDERS HARE SCRAMBLES
Argyll Park, Dixon, CA. 11 mi. S of town on Hwy. 113. Course approx. 5 mi., no prac. 125s sign up 6:30-7:30 a.m., race 8-9:30; VETS/OT 8:30-9:30/10-11:30; Minis/100/Women 10:30-11:30/12:13:30; 250/Open (separate start) 12:30-1:30/2-3:30. Entry \$15. Argyll Park Promotions. Info 916/678-3592 (Buel Campbell).

CPTA HONDA TROPHY TRIAL
Iloco, British Columbia, Canada. W/in 15 mi. of Vancouver, BC. Beg.-Ex. Sign up 9 a.m. Entry \$5. Info 604/936-7746 (Don Clark), 596-0757 (Graham Jackson).

HIDDEN VALLEY MOTOCROSS
Hidden Valley, San Antonio, TX. On Fischer Rd. off IH 35 S. Micro Mini-Open inc. 30 & 40 & Beg., trophies to 6th, 150% Pro p.b. by moto & o/a. O/N camping, fishing, swimming, store, playground & concessions avail. Sign up 8 a.m., prac. 9, race 10. Straight schedule. Entry \$8, Ex. \$13, gate \$3, non-memb. add \$2, under 10 free. Dirt Bikers Club of San Antonio. Info 512/623-3637, 9898 (John Balcom).

ERA MOTOCROSS
Cheshire, OR. At Franklin on Territorial Rd. next to school. 50-Open inc. 30-40, 33 1/3% trophies, 100% Pro p.b. Pro-Am sanc. Sign in 9 a.m., prac. 10, race 11. Entry \$6, Pros \$10, memb. req. Watch \$3, students thru 17 \$2, under 6 free. Info 503/688-1274 (Roger Campbell).

TWO-HOUR HARE SCRAMBLES
Wichita, KS. 101 St. & I-135 (Exit 19). All classes inc. PP/Old Man/Street Legal/3-wheeler. Gates open 9 a.m., prac. 11, race 1. Wichita Jeeps M.C. Info 316/744-2838 (Syd Schofield).

CMC MOTOCROSS
Newman, CA. 3 mi. E of town on Hills Ferry/River Rd. All classes + 3-wheelers, 30% trophies, 100% Pro p.b. Rain or shine. '82 cards on sale, gates open 7 a.m., prac. 8, race 9. Entry \$10, Pros \$15, gate \$4. Scorpions Corner. Info 209/522-4820 (days), 523-8024 (eve.).

D-36 MOTOCROSS
Carnegie SVRA, Livermore, CA. From I-5, exit 580 cutoff to Corral Hollow Rd., W 5 mi.; from 580 E, exit Greenville Rd., left on Tesla Rd. abt. 12 mi. All new 100% natural terrain track, special Beg. class, 100% Semi-pro p.b. AMA & D-36 cards req., avail. @ track. No rider med. insur. Gates open 6:30 a.m., sign up 7-8:30, prac. 7:30-8:30, race 9. Entry \$13, Beg. \$10, Ex. \$15 + \$5, watch \$4. CR Race Promotions. Info 415/489-3094 (Clark Rupp).

D-36 MOTOCROSS
"E" St. track, Marysville, CA. Under Hwy. 70/Yuba River Bridge. All classes inc. Vets/OT, rain or shine, shelter, pits, Parts in the Pits, concessions, free camp. No pit riding/riding, bfr. race. Gates open 6 a.m., sign up 6:45, prac. 7:45, race 9. Entry \$13, Semi-pro \$18 (\$15 p.b.), watch \$4, 6-12 \$1. Marysville Motocross. Info 916/695-2727 (Charlie Sexton), 2088 (Milt Emery).

CMC MOTOCROSS
Sunrise Valley Cycle Park, Adelanto, CA. 2 mi. N of town on Hwy. 395. All classes, 30% same day trophies, 50% trophies to Minis & Vets, Ex. cash p.b. Gates open 7 a.m., prac. 8, race 9. Entry \$10, Ex. \$15. Info 714/245-7339, 246-6109.

MRA MEDFORD MOTOCROSS
White City, OR. Off I-5 @ Blackwell Rd. interchange N to Kirkland Rd. Mini-OT, 33% trophies, 150% Pro p.b. (no lic. req.). Gates open 8 a.m., prac. 8:30-9:30, race 10. Entry \$6, Pros \$10; watch \$3, 6-18 \$2, under 6 free. Info 503/899-7924 (Iris Clouse).

SAND HILL MARATHON
Sand Hill Ranch, Brentwood, CA. Corner of Camino Diablo & Vasco Rd. 175/250/Open, 30% trophies, no card req. Entry \$12, watch \$4. Gates open 6 a.m., sign in 8-9:30, race 10. Info 415/798-5695, 634-3328 (Tom Anderson).

CONROE MOTOCROSS
Conroe MX Park, Course, TX. 3 mi. S of town to San Jacinto River. 60-Open, trophies or gift certificates to 8th in Nov. classes. Concessions, showers, bathrooms. Split schedule: prac. 8 a.m., race 10, Int./Ex. ride 1 p.m. Entry \$8, Ex. \$15, gate \$4. Info 713/756-4114 (Conroe Suzuki), 273-2336 (track).

TEXAS MOTOCROSS
Mosier Valley MX Park, Ft. Worth, TX. All classes, no pit riding or late prac. \$705 guaranteed Ex. purse. Prac. 8 a.m., 1st race 9, Int. & Ex. prac. 1:30 p.m. Entry \$8, Ex. \$10, gate \$4. Info 214/245-4693.

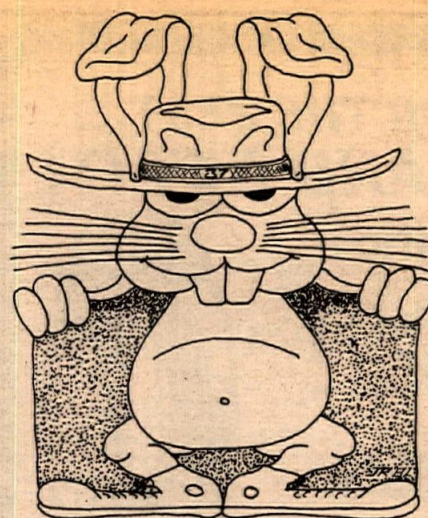
AME MOTOCROSS
Sprockets Park, Bakersfield, CA. All classes, 30% trophies, p.b. to Pros. Post entry \$10, Pros \$13. Gates open 6:30 a.m., prac. 8, race 9, sign up 7-9. AME lic. req. Free O/N camping. AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

ARROYO MOTOCROSS
Arroyo MX Park, Harlingen, TX. Mini-Open + Over 30 & Enduro. Trophies to 3rd, 200% Ex. p.b. Gates open 8:30 a.m., prac. 10:30, race 11:30. Entry \$8, Ex. \$12. Harlingen MX Assn. Info 512/428-3895.

CMMC MINI MOTOCROSS
Barona Oaks Raceway, Ramona, CA. Hwy. 67 to Lakeside, E on Mapleview, N on Ashwood, up Wildcat Canyon Rd. 11 mi. New track, O/N camping, concessions, new Beg. class. Entry \$10, yearly memb. \$15. Sign up closes 7:30 a.m. sharp. Info 714/286-3095 (Roy Barnett), 440-7935 (Ken Johnson).

DE ANZA MOTOCROSS
DeAnza Cycle Park, Sunny-mead, CA. 10 mi. E of Riverside on Hwy. 60 to Theodore off ramp. All classes, 30% same day Sptsmn. trophies, 100% Pee Wee trophies. Entry \$8, Pros \$12, non-memb. add \$2. Memb. not req. Gates open 7 a.m., prac. 8:30, race 9:30. Everybody goes 2 motos. Free camping, park open seven days. Info 714/653-8068, 5048, 7979.

PHOENIX MOTOCROSS
Deer Valley Cycle Park, 7th St. & Deer Valley Rd., Phoenix, AZ. All classes, 33% trophies to 5th, 100% Ex. p.b. No pit riding. Gates open 6:30 a.m., prac. 8, race 9. Entry \$10, Ex. \$15, admission \$4, under 12 \$2. Phoenix Supercross Raceway, Inc. 602/867-4769.



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DEC. 27 — MOTOCROSS
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Jan. 17 — DeAnza MX
Jan. 17 — Desert MC H-H
Feb. 7 — Prospectors Enduro
Feb. 14 — Four Aces H-H
Feb. 20, 21 — Desert Vipers G.P.
Feb. 21 — Chaparrals Enduro
Feb. 28 — Brush Busters H-S

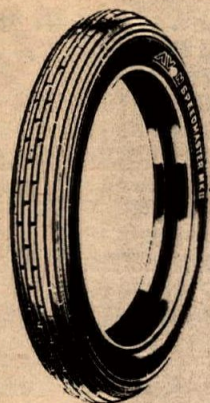
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SAT JAN. 16 ODYS,3 WHLRS Corona

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CMC MOTOCROSS

Saddleback Park, Orange, CA. All classes. Gates open 7:30 a.m., sign up 8-9, prac. 8-9, race 9:30. Entry \$10, Pros \$15. Info 714/557-3323.

TULSA MOTOCROSS

Tulsa, OK. 1/2 mi. N. of old Odyssey track or 1/4 mi. S. of Tulsa Drag Strip off Hwy. 169 N. All classes, 30% trophies, 100% Ex. p.b. All new natural terrain track, 128-ft. start gate. Prac. 9 a.m., riders mtg. 10, race 10:30. Entry \$8, Ex. \$15. Tulsa Area Motorsports, Inc. Info 918/258-1121, 6129 (Marsha Harmon).

CRC MOTOCROSS

Indian Dunes, Valencia, CA. I-5 to H-126. All classes. 2 long motos & cash for Pros, 2 motos & brass for Sptsmn. Entry \$10, Pros \$15. Gates open 7 a.m., prac. 8, race 9:30. Memb. req. Info 213/830-7519.

DEER VALLEY MOTOCROSS & ATC MX

Deer Valley Cycle Park, 7th St. & Deer Valley Rd., Phoenix, AZ. All classes inc. special ATC & Buddy, 33% trophies to 5th, 100% Pro p.b. New track; food & beer. Gates open 6:30 a.m., prac. 8, race 9. Entry \$10, Pros \$15. Phoenix Supercross Raceway, Inc. Info 602/867-4769 (John Ohanesian, Roger Jones).

OKLAHOMA CITY MOTOCROSS

Oklahoma City, OK. Intersection of I-35 & I-40, E-bound I-40 exit eastern, W-bound I-40 exit Reno. All classes, 6 trophies/class, 150% Ex. p.b. Gates open 8 a.m., prac. 10, race noon. Entry \$6, Ex. \$10, gate \$4. Info 405/732-0212 (Howard Musgrove).

December 22

JIMMY WEINERT MX SCHOOL
Indian Dunes, Valencia, CA. Private lessons avail. also. Call for details. 213/709-5774.

December 26

CPTA BOXING DAY TRIAL
Ioco, British Columbia, Canada. W/in 15 mi. of Vancouver, BC. Beg.-Ex. Sign up 9 a.m., entry \$5. Info 604/936-7746 (Don Clark), 596-0757 (Graham Jackson).

PORTERVILLE NIGHT MOTOCROSS

Porterville Spinners Airport Raceway, Porterville, CA. Gates open 5 p.m., prac. 6-7, race 8. Info 209/784-8335 (Jess Land), 2825 or 8100 (Jack Roberts).

SAND HILL SHORT TRACK

Sand Hill Ranch, Brentwood, CA. Corner of Camino Diablo & Vasco Rd. All classes, trophies & \$. No cards req., no rider insur. Prac. 7 p.m., race 7:30. Entry \$12, watch \$4. Info 415/634-3328, 798-5695 (Tom Anderson).

December 27

CRYSTAL CHALLENGE GRAND PRIX

Riverside Int'l. Raceway, Riverside, CA. 125/250/Open; Nov./Jr. Pro/Pro + Class 30 & 38, 20% trophies, 100% finisher pins, 70% p.b. Pros race 2 1/2 hrs., others 1 1/2. No memb. req. Gates open 4 p.m. Sat., sign up & tech 5, Jr. Pro/Nov. prac. 8 a.m., 1st race 8:45. Mail entry (closes 12/13) \$20 Nov., \$25 Jr. Pro, \$50 Pro; post \$25/\$30/60. Mail entries w/2 legal size SASE to: Professional Racing Organization, Inc., 777 S. Main St., Suite 517-117, Orange, CA 92668. 714/531-7158.

SAND HILL MOTOCROSS

Sand Hill Ranch, Brentwood, CA. Corner of Camino Diablo & Vasco Rd. Gates open 6 a.m., race 9. Entry \$13, Ex. \$13 + \$6, watch \$4. Info 415/634-3328 (Tom Anderson).

AME MOTOCROSS

Indian Dunes, Valencia, CA. All classes, 30% trophies, p.b. to Pros. Post entry \$10, Pros \$13. Gates open 7 a.m., prac. 8, race 9, sign up 7-9. AME lic. req. AME, PO Box 1421, Reseda, CA 91335, 213/881-5778.

LAKE WHITNEY MOTOCROSS

Lake Whitney Cycle Ranch, Whitney, TX on FM 2960 off Hwy. 22 W of Whitney. \$1,170 guar. purse, brass thru 8th. Split race sched. Nov 9 a.m., Int/Ex. approx. 1:30 p.m. All classes. Camping \$2 per vehicle, gate \$4. Am. entry \$8/Ex. \$10, 713/482-7593; 817/694-2901.

D-36 MOTOCROSS

Argyll Park, Dixon, CA. 11 mi. S. of town on Hwy. 113. All classes, trophies, 100% Ex. p.b. Concessions, r. wash, Parts in the Pits. O/N camping. Gates 6:30 a.m., sign up 7, prac. 7:30, race 9. Entry \$13, Int/Pro \$15 + \$5 park fee, watch \$4, 6-12 \$1. Argyll Park Promotions. Info 916/678-3592 (Buel Campbell).

LODI MARATHON

Lodi Cycle Bowl, 5801 Morse Rd., Lodi, CA. All classes. Sign up 8-10 a.m., 1st race 9. Entry \$10. Lodi M.C. Info 209/931-3722 (Barbara or Eddie).

OKLAHOMA MOTOCROSS

Motorcycle Raceways, Inc., Oklahoma City, OK. Btwn. I-40 & I-240, exit S. Douglas to S.E. 59th, turn E. All classes. Gates open 9 a.m., prac. 10:30, race 11:30 or 12. Info 405/681-9492 (Tommy Newman).

SWAN MOTOCROSS

Swan MX Raceway, Tyler, TX. Exit 69 S from I-20, 2 mi. to CR 471, turn rt. All classes, split program. Trophies to 5th, 100% Ex. p.b. Nov. prac. 8:30 a.m., race 10; Ex. prac. 1 p.m., race 1:30. Entry \$8, Ex. \$15. Rain or shine. Info 214/882-4215 (Bill Law).

CMC MOTOCROSS

Carlsbad Raceway, Carlsbad, CA. All classes. Gates open 7 a.m., sign up 7-9, prac. 8-9, race 9. Entry \$10, Pros \$15. Info 714/557-3323.

CRC MOTOCROSS

Saddleback Park, Orange, CA. All classes, 2 motos ea. Cash p.b. to Pros, 30% brass to Sptsmn. Entry \$10, Pros \$15. Gates open 7 a.m., prac. 8, race 9:30. Memb. req. Info 213/830-7519.

DE ANZA MOTOCROSS

DeAnza Cycle Park, Sunny-mead, CA. 10 mi. E of Riverside on Hwy. 60 to Theodore off ramp. All classes, 30% same day Sptsmn. trophies, 100% Pee Wee trophies. Entry \$8, Pros \$12, non-memb. add \$2. Memb. not req. Gates open 6 a.m., prac. 8:30, race 9:30. Everybody goes 2 motos. Free camping, park open 7 days. Info 714/653-8068, 5840, 7979.

JUNIPER MOTOCROSS

Juniper MX, McAlester, OK. Tulsa turnpike (75) N on 69 (not Bus. 69), Exit 113 go E. All classes, trophies through 6th, 150% Ex. p.b. Sign in 8 a.m., prac. 9-10, race 10:30. Entry \$8, Ex. \$15, gate \$4. Info 918/426-4533 (McAlester Kawasaki).

PHOENIX MOTOCROSS

Deer Valley Cycle Park, 7th St. & Deer Valley Rd., Phoenix, AZ. All classes, 33% trophies to 5th, 100% Ex. p.b. No pit riding. Gates open 6:30 a.m., prac. 8, race 9. Entry \$10, Ex. \$15, admission \$4, under 12 \$2. Phoenix Supercross Raceway, Inc. 602/867-4769.

December 28-29

RUSS DARNELL MX SCHOOL
Saddleback Park, Orange, CA. Call for details. 714/980-3212.

RUSS DARNELL MX SCHOOL
Phoenix, AZ. Call for details. 714/980-3212.

December 30-31

RUSS DARNELL MX SCHOOL
Indian Dunes, Valencia, CA. Call for details. 714/980-3212.

December 30

JIMMY WEINERT MX SCHOOL
Saddleback Park, Orange, CA. Private lessons avail. also. Call for details. 213/709-5774.

January 1

3RD ANNUAL HANGOVER MARATHON

Sand Hill Ranch, Brentwood, CA. Corner of Camino Diablo & Vasco Rd. No card req. Vet/OT sign up 7-8 a.m., race 9-10:30; 200 9-10:30/10:45-12:15; 250/ Open 10:45-12:15/12:30-2. Entry \$13, watch \$4. Info 415/634-3328.

January 2-3

CMC GOLDEN STATE SERIES
Saddleback Park, Orange, CA. All classes inc. ATVs, Sptsmn. race Sat., Pros on Sun. Info 714/557-3323.

January 2

COLORADO INDOOR SHORT TRACK

Colorado State Fair Agriculture Palace, Pueblo, CO. 80-Open inc. Beg. Gates open 5 p.m., prac. after sign up, race 7. Entry \$6, Ex. \$10 + \$3 door ea. Colorado Dirt Riders. Info 303/545-5490 (Pueblo Yamaha).

January 3

D-36 HARE SCRAMBLES

Carnegie SVRA, Livermore, CA. From I-5, exit 580 cutoff to Corral Hollow Rd., W 5 mi.; from 580 E, exit Greenville Rd., left on Tesla Rd. abt. 12 mi. 200/250/ Open/Vet/OT/Beg. Spark arrestors req. AMA & D-36 cards req., avail. @ track. Concessions, free O/N camping. No pit riding/rider med. insur. Run rain or shine. Ex./Am. sign up 7-9 a.m., race 9-11:15; Vet/OT 9:30-11:30, 11:45-2:00; Nov./Beg. 12-2:30, 2:30-4:45. Entry \$18. CR Race Promotions. Info 415/489-3094 (Clark Rupp).

MOTOSPORT MOTOCROSS

MotoSport Raceway (old Austin MX Park), Austin, TX. I-35 S to N. Austin, 183 S to S of Motorola plant, track on left, watch for signs. All classes, trophies to 8th, \$2400 purse or 200% p.b. Steve Stackable School of MX on Sat. @ 9 a.m., \$30. Split program: Nov./Over 30 race 9 a.m., Int/Ex. @ 2 p.m. Entry \$13 mail, \$18 post; Ex. \$20/\$25. Rocky French, 5201 Pine Pl., Austin, TX 78744. 512/443-7627.

FLYING HARE EUROPEAN SCRAMBLES

Avenal, CA. 3 mi. N of town on Hwy. 33. All classes, 30% trophies. Sign up 9 a.m., no prac., race 10. Entry \$15, gate \$3. Pathfinders of Fresno. Info 209/229-2811.

1ST ANNUAL KNOBBY BOWL MX

Sears Point Int'l. Raceway, Sonoma, CA. Hwys. 37 & 121. Mini-Open inc. Vets/OT, bonus trophies, 100% Semi-pro p.b. 1st Hangtown qualifier of '82 season. Gates open 6:30 a.m., sign up 7-9, prac. 7:30, race 9. Entry \$10, Semi-pro \$15, park fee \$4. Info 707/938-8448 (Jack Williams).

AME MOTOCROSS

Sprockets Park, Bakersfield, CA. All classes, 30% trophies, p.b. to Pros. Post entry \$10, Pros \$13. Gates open 6:30 a.m., prac. 8, race 9, sign up 7-9. AME lic. req. Free O/N camping. AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

CMMC MINI MOTOCROSS

Barona Oaks Raceway, Ramona, CA. Hwy. 67 to Lakeside, E on Mapleview, N on Ashwood, up Wildcat Canyon Rd. 11 mi. New track, O/N camping, concessions, new Beg. class. Entry \$10, yearly memb. \$15. Sign up closes 7:30 a.m. sharp. Info 714/286-3095 (Roy Barnett), 440-7935 (Ken Johnson).

DE ANZA MOTOCROSS

DeAnza Cycle Park, Sunny-mead, CA. 10 mi. E of Riverside on Hwy. 60 to Theodore off ramp. All classes, 30% same day Sptsmn. trophies, 100% Pee Wee trophies. Entry \$8, Pros \$12, non-memb. add \$2. Memb. not req. Gates open 6 a.m., prac. 8:30, race 9:30. Everybody goes 2 motos. Free camping, park open 7 days. Info 714/653-8068, 5840, 7979.

OKLAHOMA MOTOCROSS

Interstate Motocross Park, Oklahoma City, OK. Intersection of I-35 & I-40; E-bound I-40, exit Eastern; W-bound I-40, exit Reno. All classes, 6 trophies/class, 150% Ex. p.b. Sandy loam track. Gates open 8 a.m., prac. 10:30, race noon. Entry \$6, Ex. \$10, gate \$4. Info 405/732-0212 (Howard Musgrove).

TULSA MOTOCROSS

Tulsa, OK. 1/2 mi. N. of old Odyssey track or 1/4 mi. S. of Tulsa Drag Strip off Hwy. 169 N. All classes, 30% trophies, 100% Ex. p.b. All new natural terrain track, 128-ft. start gate. Prac. 9 a.m., riders mtg. 10, race 10:30. Entry \$8, Ex. \$15. Tulsa Area Motorsports, Inc. Info 918/258-1121, 6129 (Marsha Harmon).

CONROE MOTOCROSS
Conroe MX Park, Conroe, TX.
3 mi. S of town to San Jacinto
River. 60-Open, trophies or gift
certificates to 8th in Nov.
classes. Concessions, showers,
bathrooms. Split schedule: prac.
8 a.m., race 10, Int./Ex. race 1
p.m. Entry \$8, Ex. \$15, gate \$4.
Info 713/756-4114 (Conroe
Suzuki), 273-2336 (track).

CRC MOTOCROSS
Indian Dunes, Valencia, CA. 1-5
to H-126. All classes. 2 long
 motos & cash for Pros, 2 motos
& brass for Sptsmn. Entry \$10,
Pros \$15. Gates open 7 a.m.,
prac. 8, race 9:30. Memb. req.
info 213/830-7519.

KMC MOTOCROSS
Kieberg County Park, Kings-
ville, TX. Hwy. 77, 1 mi. S of
town. All classes, 50% trophies
to 6th, 100% purse. Entry \$8,
Ex. \$12. Race starts @ noon. W.
Bynum 512/592-6764.

MOSIER MOTOCROSS
Mosier Valley MX Park, Ft.
Worth, TX. All classes, no pit
riding or late prac. \$705 guaran-
teed Ex. purse. Prac. 8 a.m., 1st
race 9, Int. & Ex. prac. 1:30 p.m.
Entry \$8, Ex. \$10, gate \$4. Info
214/245-4693.

January 9-10

CMC GOLDEN STATE SERIES
Lake Madera, CA. All classes
inc. ATVs, Sptsmn. race Sat.,
Pros on Sun. Info 714/557-3323.

January 9

**WILLAMETTE INDOOR SHORT
TRACK**
Benton County Fairgrounds,
110 S.W. 53rd St., Corvallis, OR.
Mini-Open Am. classes, 250 &
500cc Pros. Knobbies allowed
below 200cc. Sign up 6 p.m.,
prac. 7, race 8. Entry \$5, Pros
\$10, watch \$3, pit pass \$4.
Williamette Valley Cycle Club.
Info 503/753-0566, 472-7523.

**COLORADO INDOOR SHORT
TRACK**
Colorado State Fair Agricul-
ture Palace, Pueblo, CO. 80-
Open inc. Beg. Gates open 5
p.m., prac. after sign up, race 7.
Entry \$6, Ex. \$10 + \$3 door ea.
Colorado Dirt Riders. Info 303/
545-5490 (Pueblo Yamaha).

**GRANTS PASS INDOOR
SHORT TRACK**
Josephine County Fair-
grounds, Grants Pass, OR. 60-
Open + OT, Youth & Pro \$,
100% p.b. Sign up 6 p.m., prac.
7, race 8. Entry \$5, Pro \$10. R&B
Racing. Info 503/476-4404 (Rich
Word).

**PORTERVILLE NIGHT MOTO-
CROSS**
Porterville Spinners Airport
Raceway, Porterville, CA. Gates
open 5 p.m., prac. 6-7, race 8.
Info 209/784-8335 (Jess Land),
2825 or 8100 (Jack Roberts).

January 10

D-37 MOTOCROSS
Sunrise Valley Cycle Park,
Adelanto, CA. 2 mi. N of town
on Hwy. 395. All classes, AMA
Prog. Pro & D-37 MX pts. Free
O/N camping. Entry \$9, Pros
\$15. Purse 80% up to \$1200. No
memb. req. Info 714/245-7339
(Nick Brajevich).

VOTE TRIALS
Indian Dunes, Valencia, CA.
20% trophies, ATA & D-37 pts.,
Joe Ige Cup for best Beg. &
Nov. Sign up 9 a.m., start 10.
Entry \$7. Info 213/679-0545
(Bob Schlatter).

AME MOTOCROSS
Indian Dunes, Valencia, CA.
All classes, 30% Sptsmn.
trophies, p.b. to Pros. Gates
open 7 a.m., prac. 8, race 9. Post
entry \$10, Pros \$13. AME lic.
req. Info 213/881-5778.

CMC MOTOCROSS
Carlsbad Raceway, Carlsbad,
CA. All classes. Gates open 7
a.m., sign up 7-9, prac. 8-9, race
9. Entry \$10, Pros \$15. Info
714/557-3323.

D-37 HARE SCRAMBLES
Camp Rock Rd., Lucerne
Valley, CA. Lined from Y Cafe
E. Larry Pfutzenreuter/Dave
Doney memorial race. All classes,
trophies & finisher pins. Beg. &
Trail Nov. go 1 loop. Rescue 3.
Start 10 a.m. Sled Riders M.C.
Info 714/638-5277, 737-7607
(Wiley Vaughn).

CRC MOTOCROSS
Saddleback Park, Orange, CA.
All classes, 2 motos ea. Cash p.b.
to Pros, 30% brass to Sptsmn.
Entry \$10, Pros \$15. Gates open 7
a.m., prac. 8, race 9:30. Memb.
req. Info 213/830-7519.

JUNIPER MOTOCROSS
Juniper MX, McAlester, OK.
Tulsa Turnpike (75) N on 69 (not
Bus. 69). Exit 113 to E. All
classes, trophies through 6th,
150% Ex. p.b. Sign in 8 a.m.,
prac. 9-10, race 10:30. Entry \$8,
Ex. \$15, gate \$4. Info 918/426-
4533 (McAlester Kawasaki).

PHOENIX MOTOCROSS
Deer Valley Cycle Park, 7th St.
& Deer Valley Rd., Phoenix, AZ.
All classes, 33% trophies to 5th,
100% Ex. p.b. No pit riding.
Gates open 6:30 a.m., prac. 8,
race 9. Entry \$10, Ex. \$15,
admission \$4, under 12 \$2.
Phoenix Supercross Raceway,
Inc. 602/867-4769.

**Road
Runs**

December 20

KAWASAKI TRIPLES ROAD RUN
Rock Store, Mulholland Dr.,
Los Angeles, CA. Last one of the
year, Suzuki 2-stroke triples also
welcome. Meet @ noon. Kawa-
saki Triples Club. Info 805/484-
8322 (Fran Golden).

RIDE ON CHENG SHIN TIRES

MOTO X

NEW

DESERT

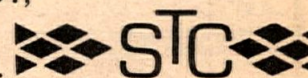
C755 Metzeler Copy	MX Soft Traction	C183-D Devastator	
410 - 14	C 759	385 - 14	460 - 18
300 - 16	400 - 18	250 - 16	500 - 18
350 - 18	more sizes soon	360 - 18	530 - 18
410 - 18		410 - 18	500 - 17
460 - 18			
530 - 18			
300 - 21			

ALL NEW 760
Front 325 x 21
Rear 560 x 17
560 x 18

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CALENDAR FREE LISTING

Calendar listings are a free service. Please type or legi-
bly print all information asked for and mail the blank or a
facsimile thereof to: Cycle News Calendar, PO Box 498,
Long Beach, CA 90801. All listings must be received by
noon Thursday to appear in the following week's Cycle
News. No phone calls, please; we can only accept items
in writing. You may include an event flyer in addition to
the Calendar blank.

Event date: _____ Type: _____

Location/directions: _____

Sponsoring club/promoter/sanction: _____

Classes/trophies/purse: _____

Additional info: _____

Gate/practice/race times: _____

Entry fees: _____

Your name: _____ Phone number for info (with area code): _____

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WANT ADS

Help Wanted

MECHANIC NEEDED

For fast growing Kawasaki dealership. Pay based on commission with benefits. Minimum guarantee. Send resumes to: RICK'S KAWASAKI, 2155 S. Canal, Carlsbad, NM 88220. (505) 887-3990. (250E)

SALES REPS WANTED

Western U.S. Distributor is seeking sales reps who are currently working within an established territory & who would like to sell the following products: Bel Ray, Answer Products, D.G., Boyesen, Pirelli, Metzeler, Tsubaki, Twin-air, and lots more! Don't call unless you already sell to motorcycle dealers in a specific territory & want to increase your income. 90-page color catalog available. (916) 635-9580. Prime areas still available. (250/TFNE)

KAWASAKI MECHANICS

Experienced only. Call or send resume to Kevin, 1743 East Yellowstone, Casper, WY 82601. (307) 234-9149. (350/2)

SALES REPS FOR ROCKY

Need experienced sales persons for TX, NJ, PA, MD, MO, SC. Send resume or call Bob Boucke, ROCKY CYCLE CO., 1250 Elko Dr., Sunnyvale, CA 94086. (408) 734-3750 ext. 13. (250E)

PRODUCT DEVELOPMENT

We need a qualified fabricator for our product development department. Must be a self-starter with an aptitude for motorcycle accessories, fit-ups, jig, and fixture design & general fabrication techniques. Good benefits including dental. INTER-AM MANUFACTURING, INC., Costa Mesa, CA. (714) 557-7941. (250)

Cycle News Advertising Sales

West Coast based, Eastern U.S. territory. Sales/motorcycle experience helpful. Excellent compensation package, company benefits, etc. Send resume to: Skip Johnson, c/o CYCLE NEWS, P.O. Box 498, Long Beach, CA 90801-0498 or call for appt. after Jan. 4, 1982. (213) 427-7433. (150/TFN)

● ● SALES MANAGER ● ●

Large Honda Suzuki dealer is looking for a bright, energetic, aggressive and experienced sales manager. This person must be capable of running a professional sales force and initiate and produce creative advertising and promotions. Must be willing to work hard to make his/her department a success and one to be modeled after. Excellent opportunity and future for the right person. Send resume or contact: HONDA SUZUKI OF SAN FRANCISCO, 799 Van Ness, San Francisco, CA 94102. (415) 771-4535. (248/50E)

● ● HONDA MECHANIC ● ●

Must be experienced, have own tools & have attitude for complete customer satisfaction. Excellent company benefits include profit sharing. Good pay & working conditions. Contact Service Department — KOLBE CYCLES, Reseda, CA. (213) 345-7616. (242/TFN)

EXHAUST PROTOTYPING

Van Nuys motorcycle exhaust manufacturer is seeking one qualified individual skilled in all phases of welding and machine shop operations. Prototype & fabrication experience a must. Send resume to: WINNING PERFORMANCE, 15137 Califa St., Van Nuys, CA 91411 or call Eric at (213) 780-0754 for interview appointment. (1*46/TFN)

● ● YAMAHA MECHANIC ● ●

Must be experienced, have own tools, and pleasant professional attitude. Excellent pay & benefits. Area's largest volume Yamaha dealer. Contact: John in Service Department, ORANGE COUNTY CYCLE, Garden Grove (714) 503-7340. (250)

On-Track, Racing Sales Reps

Wanted for motocross leathers and accessories. For info and application contact A.R.P., 564 1/2 31 1/2 Road, Grand Junction, Colo. 81501. (303) 434-0445. (149)

MOTORCYCLE MECHANIC

Experience necessary, all Japanese models. GARRY'S CYCLE SUPPLY (213) 965-7055. (249/50)

Kawasaki Salesperson Wanted

Five years experience, immediate opening, excellent pay plan. (213) 848-6627. (250/TFN)

CYCLE NEWS DEALER SALES

Telephone sales experience helpful. Salary/commission, great company benefits. West Coast office. Send resume to: Skip Johnson, c/o CYCLE NEWS, P.O. Box 498, Long Beach, CA 90801-0498 or call for appt. after Jan. 4, 1982 (213) 427-7433. (150/TFN)

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HARLEY-DAVIDSON Dealership FOR SALE SAN JOSE, CALIF.

Located in the largest growing county in the U.S.! Business must be re-located in San Jose area. \$150,000 buys it all: parts, accessories, shop equipment, used inventory, etc. Call (408) 227-0123 for information. (248/TFN)

Harley/Suzuki Franchised Motorcycle Dealership

Booming Florida location, excellent local economy, 325,000 market area, annual gross over one million with much more potential, established 20+ years. Parts + accessories (cost) \$110,000. Used motorcycles (cost) \$18,000. Fixtures, equipment + other assets \$32,000. Excellent buy at \$170,000. Call Ron Howe at (904) 734-1152. (248/50E)

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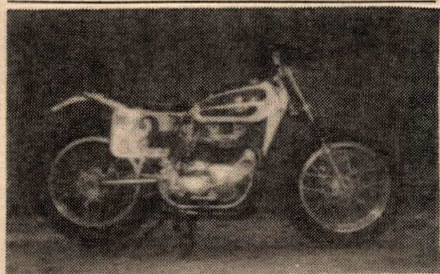
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If you're serious about becoming a top-notch motorcycle mechanic, you'll want the best possible training available. You can't afford second best and neither can we. If you think you have what it takes to become a professional...

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Improves tire and chain life. \$169.95 plus shipping and COD. HENTER ENTERPRISES, 6526 Hobson NE, St. Petersburg, Florida 33702. (813) 522-2961 or (813) 522-5858. (147E)

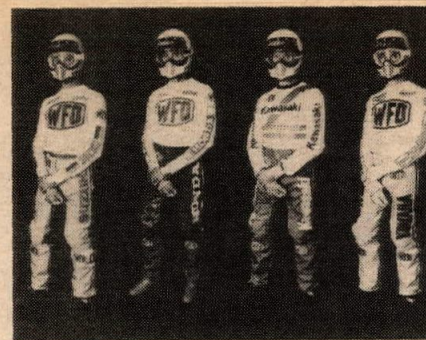


Tri 750 TT Spec.

Chaney frame, new Axtel head, Delorto, Ceiani, Kosman wheels & disc. 4 sp., fresh motor. \$2,500.00 OBO. San Francisco (415) 239-1220. (150/2)

Champion Frame Yamaha

Fits '75 MX-B 250, 400 or late 360 + 2 swingarms, seat, tank & hardware. \$550.00 or B.O. San Francisco, CA (415) 239-1220. (150/1)



WFO MX GEAR

Introducing WFO'S new apparel line: Quality nylon/leather MX pants with strong metal zipper and Velcro® leg closures. No bulk hip pads. Impact resistant knee & shin guards are there for your safety. Spandex side stripes add to fit and appearance with leather knees and team name. Retail: \$89.95, \$15.95 for boot covers. Until Dec. 31, 1981, WFO is offering both for \$99.95. See your dealer or contact: WFO, P.O. Box 6115, Huntington Beach, CA 92646-1115. (714) 964-1192. (250)

CHAMPION CAN-AM 250

Spare wheels, fresh motor, best offer. Call Steve (916) 985-3726. (147/49)

1980 SUZUKI DR370

Excellent 4-stroke playbike. \$2000 into it, will take \$700 OBO. Many extras — new tires, etc. Call evenings (714) 646-0881. (350)

YAMAHA 350 LIQUID: 1981, new, \$2,375. (313) 884-8723. (150/3E)

Five New Weslake Engines

World and National champions, center and side port, \$1800. Spike (714) 760-8697. (150E)



Coffman's 1982 YZ 60 J & YZ 80 J Pipes

are now available. These high-performance pipes increase power throughout the RPM range. These are stamped pipes with tapered heads. Comes complete with mounting hardware, DYNO TESTED!! Charts available. Guaranteed to perform to your expectations! YZ60J \$84.50, YZ80J \$94.50. (Dealers inquiries invited.) Call or write: COFFMAN'S, 5842-G McFadden Ave., Huntington Beach, CA 92647. (714) 897-2209. (250/TFNE)

1978 SUZUKI RM 250

Excellent condition, desert ready, \$700. (213) 425-3852. (150)

Factory '81 YZ250H Yamaha

Factory shocks, motor, 465 reeds, ported piston, filter, Terrycables, Motovation clamp, aluminum muffler, knurled forks, safety seat, tank cover, sprockets, tires, fresh top end. Very fast, very reliable. Must see! \$1600. Debbie work (714) 751-0680 or home (714) 754-7305. (150)

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1981 YZ125H \$975. 1980 YZ125G \$750. 1978 PT500 with extras, \$1000. 1975 250 Enduro \$400 OBO on all. (714) 538-0778. (150)

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Complete White Brothers suspension, new Metzeler tire, Twin-air filter, very clean, \$1600. (714) 731-1648. (150)

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Boyesens, Richter Silencer, safety seat & tank cover, M. Robert number plate rear fender, 6 races. \$1600 OBO. Moving to 125. Call Howie days (714) 891-8824. (350)



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Now available for the '81-'82 YZ80 H-J Side Breather air box. Complete with filter, \$79.95. New screen plate, \$13.95. WFO pipe \$79.95. See your dealer or contact: WFO, P.O. Box 6115, Huntington Beach, CA 92646-1115. (714) 964-1192. (349)

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Like new, very clean, only 6 months old. (213) 377-6671. (350)

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custom, framed XL350, bored and stroked to 450, Lockhart, Barnett, LBH trans., El carb. \$650. Also wife's bike, XL100, set-up for dirt, \$250. Call after 6 p.m. (714) 779-0355. (350/1)

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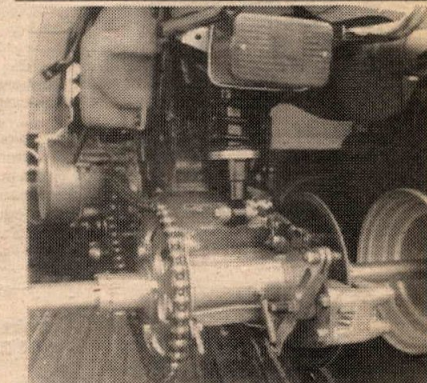
Extra clean, must see, many extras, Christmas special, \$1200. Call Rick (714) 827-5310 or (213) 427-2176 after 6. (350)

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Fox Air Shox, Answer silencer, Thor swingarm, Merl Pro wheels, Wheelsmith pipe, excellent cond. Call Kenny 10-5 (405) 232-2613, Chief 5-9 (405) 789-0804. (350)

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1978 XR750, fresh top end with spares. Triumph Trackmaster, Sifton cam, Axtel head, new glass, clean. 750 BSA, Trackmaster, Axtel head. TT500 Yamaha, Axtel head, White Bros. cam, high compression piston. Bultaco 360 Astro. Bultaco 250 with Champion frame. Will consider trade. Call (219) 749-5562 9 a.m. to 6:30 p.m. or (219) 486-3528 after 6:30. (350/2E)



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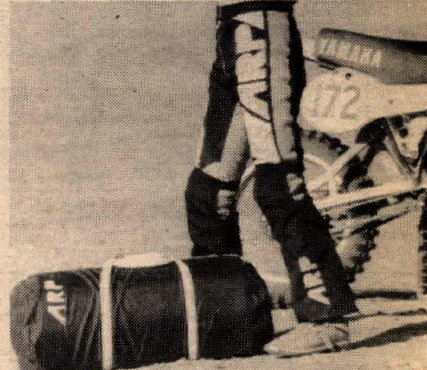
for 175, 125 Trimotos, \$324.95. Available at: CITY CYCLE CENTER, 8423 Rosemead, Pico Rivera, CA. (213) 861-4139. (250)

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Position open for experienced order desk person. Knowledge of motorcycle accessory business required. Contact: Susan Worthey, HELMET HOUSE (213) 828-6405. (248)

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'81 440cc Mega II, display model \$1695. '81 490 display \$1895. '82 490 Alpha I — call for special price. LAIDLAW'S (213) 280-3977. (250)

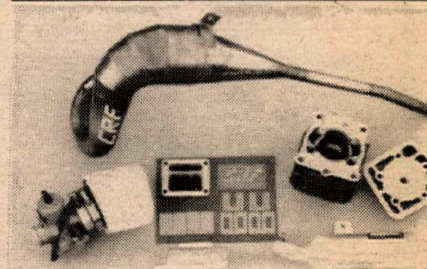


A.R.P. Leathers & Accessories

Will make someone happy at Christmas. A.R.P. logo or team name, team colors. \$120 with boot covers. To order: 564 1/2 31 1/2 Road, Grand Junction, Colo. 81501. (303) 434-0445. (149)

1979 YZ80 YAMAHA

New tire, runs well, good beginner. \$350.00. (213) 993-9100 after 5. (349/50)



CRF YZ 60/80 J Engine Kit

Now available is our NMA National championship engine kits for 1982. Rocket Pipe: substantial top end increase with no loss of low-mid range power. \$99.00. New "Bolt-on" 6 petal reed kit that gives 3 hp from bottom to top. \$75. Boyesen's \$20. Fiber Petals \$8. 30 Mikuni \$80. Answer silencer \$45.00. Filter Kits \$12-\$20. Dyno-flow porting \$85. Complete suspensions kits also available. To order call CROTCH ROCKET FACTORY, Box 2084, Goleta, CA 93118. (805) 683-1426. (250E)

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Brand new, never run. Husqvarna warranty. Sacrifice below cost. T & O YAMAHA, 24020 Narbonne, Lomita, CA. (213) 534-2311. (250)

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Fresh bore, good tires, low miles, clean condition, must sell. (714) 595-4366. (150)

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Custom built 6' inside height, cabinets, other extras. \$1500. Call after 6 p.m. (805) 968-2608. (150)

Two valve Jawa

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Nolan Model #N-18 with patented Cam-Lock visor, full face helmet made of impact resistant G.E. Lexan® D.O.T. approved + 21 international approvals. The Nolan, made in Italy, features 120° peripheral vision, a visor that seals totally and opens in three different positions that can be locked. Clear & tinted visors available, size S-M-L-XL. Colors: black, white, red, orange, yellow, blue & light green. Dealers & retail. Regular \$89; sale price \$60. MOTO SPORT, INC., 25 W. South Orange Ave., South Orange, NJ 07079. (201) 761-7601. (248E)

1981 YZ80

Yamaha, race ready — Works Performance shock or Factory Fox Shox. Call (213) 538-3587 or (213) 324-1892. \$600.00 cash. (350/1)

CUSTOMERS WANTED DISCOUNT PRICES

All YZs and ITs in stock. Complete parts and accessories. BELLFLOWER YAMAHA, 10401 Alondra Blvd., Bellflower. (213) 925-5098. (250/TFN)

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Two weeks old, perfect condition, buying house. Also 250RM FLoater. Call after 6:00 p.m. (415) 349-7181. (150)

1982 XR500 HONDA

3 months old, White Bros. swingarm, carb, pipe + more, \$2100. (714) 620-8331. (150/1)

1980 YAMAHA YZ 80

Excellent condition, Curnutt rear shock, Terry kit on front shocks, fully ported head, very fast. \$550.00. Upland, Calif. (714) 981-1256. (150/2)

★ ★ 1981 RM125 Floater ★ ★

Xint. cond., forks and shock reworked, ports blueprinted, must sell!!! \$899.99 firm. Call (213) 464-7137. (150/1)

81 CR125 fast, many extras

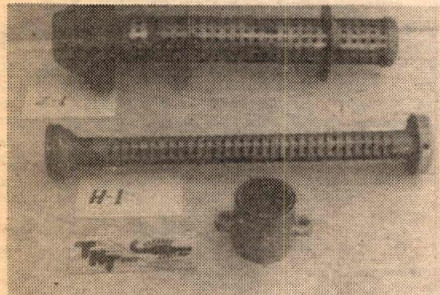
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New bars, top end, fenders, runs great, good cond. \$850. (213) 349-2476. (150)

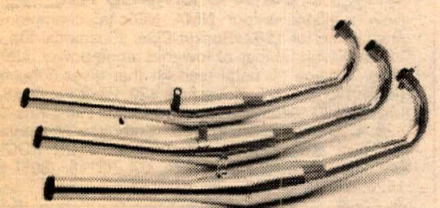
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Fox Airs, Simons, must sell, \$550 OBO. (916) 791-2168. (350/1)

*1980*Husky*1981*Yamaha*

Excellent condition, low miles. 390CR two tanks, new Metzlers, never raced, \$1200. Also YZ80 1980, \$575. Also IT715 1981, \$1100. (213) 880-5093. (350/1)

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Only 5400 miles, stock, outstanding condition, \$995. Call (209) 734-0610. (150)

★ Very clean 81 Honda CR 250R

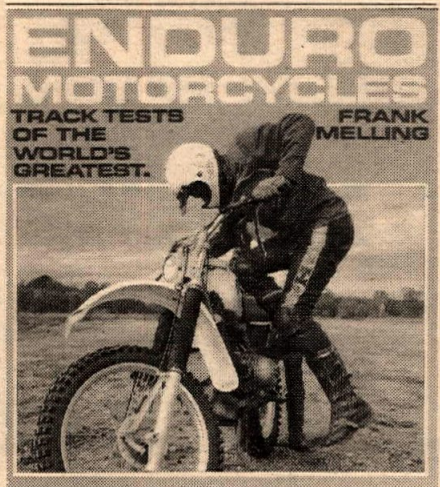
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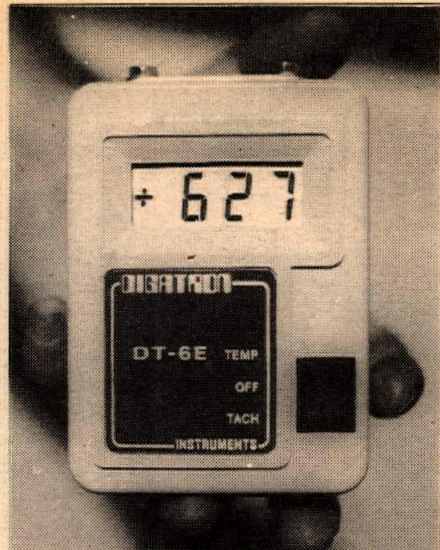
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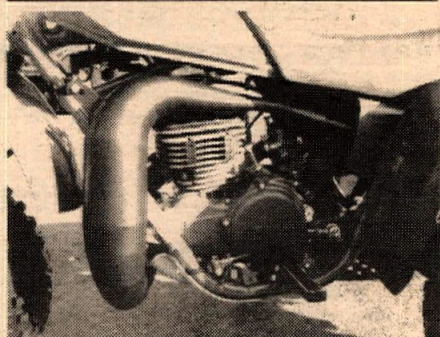
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Clean, spares, asking \$6,350. After 5 p.m. (518) 537-6451. (150/1E)

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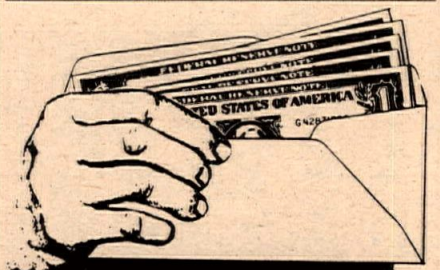
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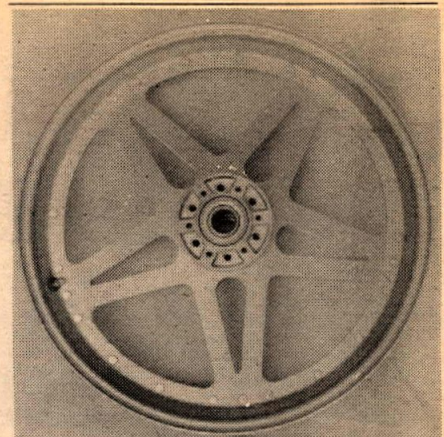
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Will pay top dollar, need ignition key switch, front fender, baffles and turn signals, any condition, or will take parts from RD350s, any year. Call Arnold (213) 263-3743. (450)

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1978 RM80

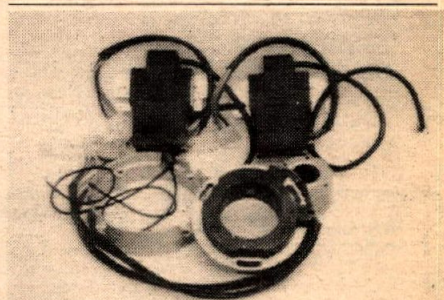
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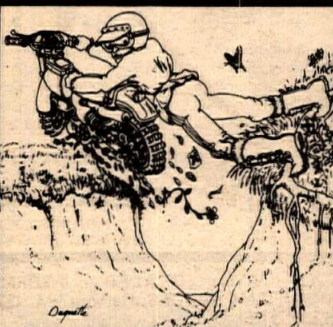
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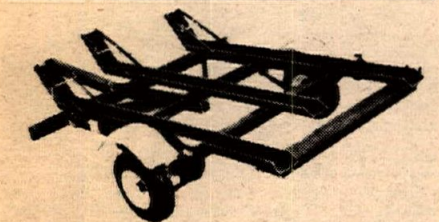
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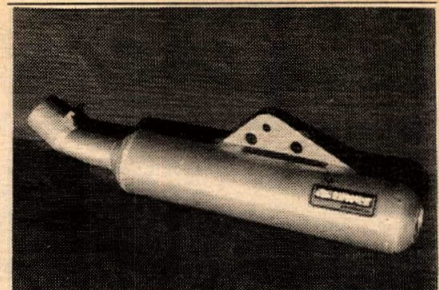
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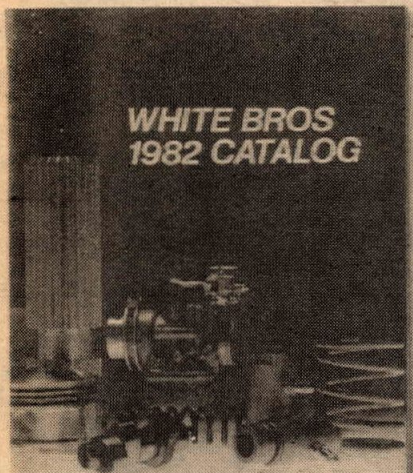
Ridden three times, original tires, \$1199. Days (714) 646-4451, eves. (714) 559-6687. Jim F. (150)

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Burgundy, like new, 2200 miles, \$1500. (503) 232-4611 evenings. (150)

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Excellent condition, \$1200. (714) 492-4019. (1*48/50)

★ RD-400 CYLINDERS ★
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1100 trail miles, White Bros. pipe, S&W shocks, Terry kit, air caps, Speedo, Mikuni carb. Steal it for \$775. Dave (714) 522-4591. (348/50)

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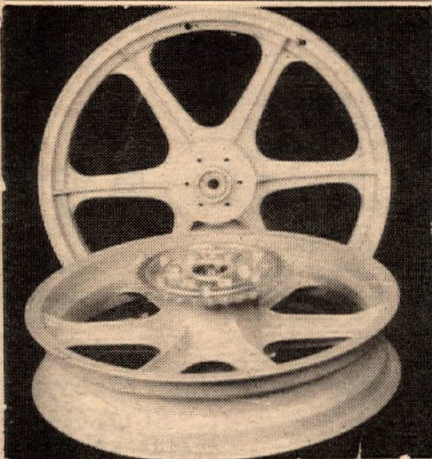
Ridden five times! Must sell, moving. Exlnt. cond! Call after 4:00 p.m. Gary (213) 697-2143. (149/50)

'80 KAW Z1R

Yoshimura pipe, like new, excellent care, \$2900.00 or best offer. Mike (714) 787-0438. (150/1)

TZ125G — NEVER RACED

Spares kit, 98% intact. (415) 532-4065. (149/50)

**EPM RACING WHEELS MAGNESIUM ALUMINUM**

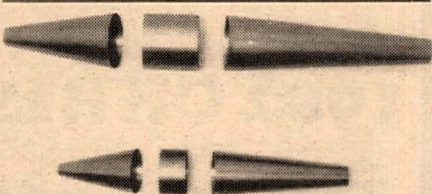
MAGNESIUM racing wheels in high performance widths for GP machines & Superbikes. For details, contact D.E. MACHINE, LTD., 441 11th St., Brooklyn, NY 11215, (212) 499-4416. Midwest: COMPETITION CYCLE PARTS, (517) 339-8216. West: MATZINGER RACING, (714) 755-2939. (43/TFNE)

DUNLOP RACING TIRES

Treaded & slick tires for 125cc machines. Contact D.E. MACHINE, LTD., (212) 499-4416. (34/TFN)

RD400 Alloy Racing Wheels

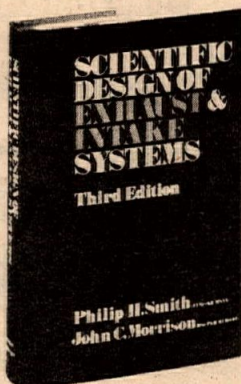
Racing wheels in high performance widths to fit standard cush drive & sprockets. Limited number, order now! D.E. MACHINE, LTD., 441 11th St., Brooklyn, NY 11215. (212) 499-4416. Midwest: COMPETITION CYCLE PARTS, (517) 339-8216. West: MATZINGER RACING, (714) 755-2939. (247/TFNE)

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Build your own pipe or start a pipe business like many others have using parts supplied by AIRCONE. Send or call your dimensions to, AIRCONE, INC., 5901 Emerald, Las Vegas, NV 89122. (702) 456-4177. (28/TFN)

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Good condition, fast, 880 miles, \$700 OBO. (213) 347-9067. (148/50)

**The Scientific Design of Exhaust and Intake Systems**

Tremendously good book for tuners. 274 pages, 150 illustrations. \$14.95. MOTORCYCLE ENGINEERING by Phil Irving. Perennial favorite. \$14.95. Add \$1.50/book shipping. CAL add 90¢/book. UNICORN WORKS, P.O. Box 2657, San Rafael, CAL 94912. (150E)

★ HELMET SALE ★
BELL MOTO THREE \$88.95
BELL TOUR STAR \$84.95
★ WITH THIS AD ★
BURBANK YAMAHA

1801 W. Burbank Blvd., Burbank, CA. (213) 845-8738. (248/TFN)

TOMMY DUMA'S XR750

New rods, bearings, pistons, best of everything. Bike won Harrington Nat'l this year, has only 4 races all year. 6 years worth of spares, too many to list. Call for more details. Everything I own goes. (216) 399-7836 EST. (149/50E)

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1970 BSA 650 Firebird Scrambler 4000 miles — excellent! \$1650. 1967 BSA 650 Lightning original, fast, new KB1's. \$1250. 1967 BSA 441 Shooting Star, original, fast. \$1000. 1955 BSA 650 A10 basket, including extra motors, sheetmetal, titlle. \$950. All four classics for \$4500. Dave (213) 342-8637. (149/50)

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Excellent condition, fork mods, Boost Bottle, Wheel-smith porting, \$1450.00. (805) 682-8509 or (805) 684-2711 (Santa Barbara). (149/50)

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Original — excellent — serial No. 1. \$1500 — best offer — will ship. (312) 524-9732. (149/50)

WANT TIRES CHEAP?

Dunlop, Elites, Pirellis, Gordons and Phantoms, Metzeler perfects, all in great shape! Each tire raced on one day. Anywhere from ten to twenty dollars apiece. Also 81GS1100 for sale. Crashed, cheap. Call Chris (213) 582-5111 9-6 p.m. (149/50)

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1956 Lodola Sport 175cc completely restored, never serviced. \$1,800 can deliver. M. Porter, Rt. 6 Box 136A, Theodore, AL 36582. (205) 653-5166. (149/50E)

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Parts & accessories. JB CYCLERY, 17577 Road #24, Madera, Calif. (209) 674-4788. (1/TFN)

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Set up to fit 1979 Husky. Only used once! \$250.00. Also new swingarm to fit same bike, \$100.00 or B.O. (213) 912-2791. (149/50)

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Excellent condition, never raced, desert trail ridden, K & N filter, new bars, levers & grips, 1981 chain guard. \$850. (213) 530-7860. (349/50)

TZ 125 G

Aluminum disc, Lectron, WM 2 & 3 DID rims, Krober ignition, AFM winner, \$2600/best offer. (415) 952-7808. (349/50)

HONDA 4 STROKE

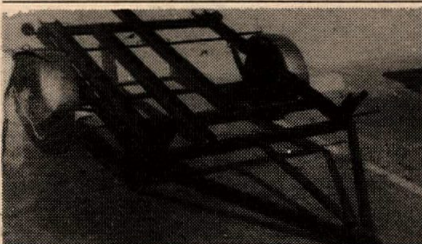
Eleven inches front and rear, fast, reliable, super clean, C & J Frame, must sell, baby due, only \$950. Evenings (213) 331-2904. (349/50)

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Brand new, still on original tires. (714) 751-5232. (149/50)

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Low miles, must sell this week. \$2300 or best offer. (213) 421-0152. (449/50)

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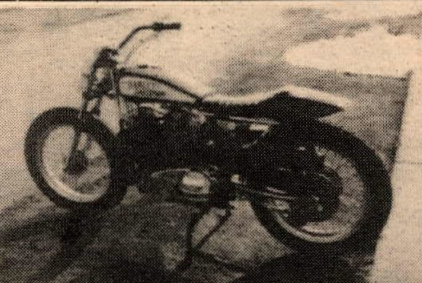
Two to five rail custom built motorcycle trailers. Dealer inquiries invited. (213) 861-7721 or (213) 861-0748. (38/TFN)

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Britain's leading speedway paper, is published weekly without cessation throughout the year. Full coverage of British Speedway, plus finest world coverage of the sport wherever it takes place is offered. Subscription rates, payable by International Money Order are as follows: One year surface mail — US \$57.44; One year air mail — US \$82.71. Send order with covering remittance to: SPEEDWAY MAIL, Subscription Dept. 460, Hoe Street, Walthamstow, London, E 17 ENGLAND. (11/TFN)

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Good cond., stock, \$500.00. (714) 754-5760. (146/50)

**1975 HARLEY XR750**

Clean & fresh, race ready. Patrick cams & pipes, Branch heads, aluminum clutch, Hurst brake, some extras. \$5,500. (216) 369-4060. (248/50E)

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SALES — SERVICE — PARTS — MAIL ORDER SERVICE! Ohlin shocks dealer. BRIGHTON KTM, 327 Walnut, Brighton, CO 80601. (303) 659-5419. (29/TFN)

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Street, motocross, and speedway. Parts and service. (213) 330-6171. (349/50)

Vince Santangelo's Fuel Funny Bike

7.76 — 170 mph Kawasaki NMRA/IDBA legal funny bike with or without spares, serious inquiries only. (305) 841-8956 days; (305) 322-2964 nights. (149/2)

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SPEEDWAY JAWA — runs excellent, \$895.00. '78 Kawasaki KL250 Thumper, \$750.00. (714) 682-1030. (150)

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Near new, less than 600 miles, Hallman leathers & Esprit boots. Must sell, \$1295. (213) 530-9270. (150/1)

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My loss your gain. Only two hours riding time and 48 miles since new. Like new cond. \$1400.00 takes it away. (817) 297-1246. (150)

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Complete shock service for all rebuildable dual and single shocks. Get your shocks ready for 1982. One day service. For information and prices contact Tim at CITY CYCLE CENTER, 8423 Rosemead, Pico Rivera, CA 90660. (213) 861-4139 or (213) 861-6217. (150/1)

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Call or write for brochure. BROOKS-SCHAFFER RACING, P.O. Box 411, Los Olivos, CA 93441. (805) 688-6763. (250/2E)

**'78 Moto Guzzi 850 leMans**

Nice original bike, new Michelins, low miles, \$2500 firm. Bike in Medford, OR. (503) 779-5164. (150/1)

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Dec. 21, 1969 — Gone, but not forgotten. (150)

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Works suspension, D.G. pipe, Boost Bottle, fresh bore, Metzeler and much more, excellent condition, \$1250.00. (213) 255-8171. (150)

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Beautiful, new tires, Cobra alarm and pager, just had motor tune up, lube and oil change. \$2,400.00 or best offer. (714) 751-5232. (149/50)

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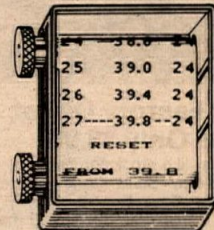
'80 HONDA 750S

Low miles, excellent condition, extra pipes, \$2100. (714) 529-9723. (149/50)

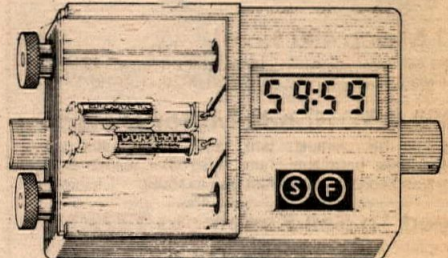
BLAKE TURBOCHARGER complete kit, .25F semi race, Indy type wastegate, 38mm Mikuni carb to fit Kawasaki 900/1000 muffler. Scratched price \$700.00. Call after 6:00 p.m. (503) 234-7751. (349/50)

★ NEW ★ 1981 TZ250H in crate!

(415) 798-2580 — ask for Jerry. (13/TFN)

Colored roll chart holders \$14.95

Yellow, Green, Red, Blue, or White. Add \$1.95 shipping.



THE COMBO \$119.95, clock only \$109.95, plus tax, shipping included. Send \$2 for complete AA Enduro Products catalog. COUNTDOWN, 22102 Covello, Suite C, Canoga Park, CA 91303. (213) 348-8381. (7/TFN)

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Super Pro, \$159. Pro \$139. All sizes, immediate delivery UPS. MX SUPPLIES (509) 299-5487. (249/50E)

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Super clean, very low miles and fast. Showroom new, PERFORMANCE CYCLE WORKS. (213) 861-9957. (150)

'79 IT175F with xtras, \$550

Also Scott Boots, \$75. Moto III helmet, \$50. Size 31 Griffs, \$75. Joffa chest protector, \$25. Countdown enduro Clock, \$75. Will deal. (714) 994-2346. (150)

Henricksens—Rick Ron Kurtie

Would like help with 74 MR-50 or info on carb pipe, etc. Call Joe (213) 957-4141. (150)

1980 MAICO 250

Works Performance shocks, low mileage, professionally maintained, beautiful! \$1395. (213) 374-0015 days.

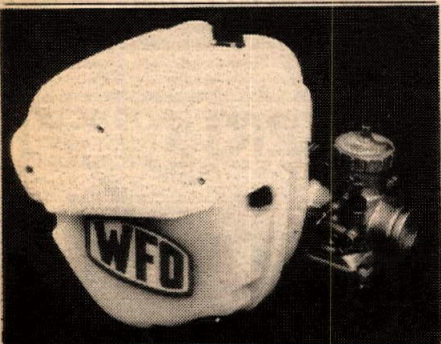
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Will buy complete wreck or just engine. Also need damaged heads. SHERIDAN SUZUKI, Buffalo, NY. (716) 874-6006. (149)

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White Bros. mono shock, Terry kit in forks, clean, reliable, excellent cond., \$1,200.00 OBO. Call Jim (213) 376-6645. (150/2)

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For XR500 Honda. (415) 783-5156 or (415) 783-9412. (150)

**Seat Covers Factory Direct At Wholesale Only \$8.95**

Top quality vinyl. Just like stock for Yamaha, Honda, Suzuki, Kawasaki, Maico. Send model spec to: L.K. COMPANY, 31220 La Baya Dr. Su. 110, Westlake Village, CA 91362. Add \$1.00 postage & handling. Calif. residents add 6% sales tax. Allow 3 weeks for delivery. (449E)

'81 Maico 490 \$ave!

Must sell now, excellent shape, will trade, will deliver, race ready. Call anytime, (815) 539-9020. (150/1E)

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Yoshima RR exhaust, tank, seat, frame, electrics, instruments, handlebars, etc. Also Star leather suit, very good condition (414) 433-0319. (150E)

Need To Sell Kanemoto TZ250cc

Complete extra motor, Morris mags, spare tires, pipes, cylinder, cranks, piston, parts kit, new fairing, Kanemoto frame, floating disc, bike trick, very fast, many extra parts. Will help deliver. Anytime, (904) 673-9657. (150)

250 MAICO ENGINE

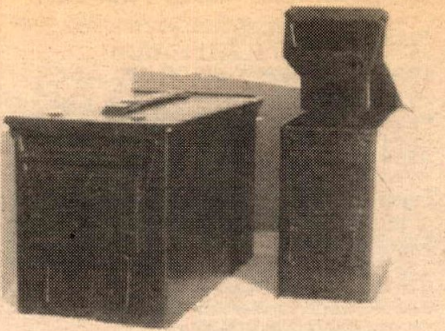
1981 prototype, excellent condition, complete with pipe, carb, and silencer. \$650. Can ship. (404) 941-9184. Mon. through Sat. (150)

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1975 Rotary, blue, very good condition, will sell to best offer. All service has been done by a qualified RE mechanic. All modifications complete. Ask for Dan, (217) 525-6716. (350/1E)

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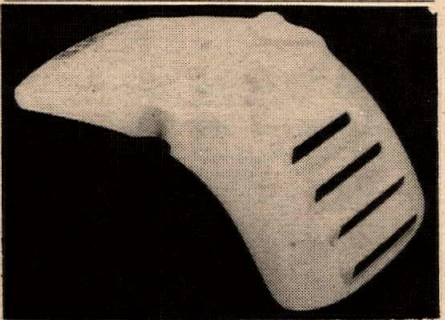
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Made for military. Keep tools, cameras, film watertight. Larger 50 caliber \$9.50. Smaller 30 caliber \$6.95. Add \$3.00 per box shipping. S & S SUPPLY CO., P.O. Box 1181, Waycross, Georgia 31501. (147)

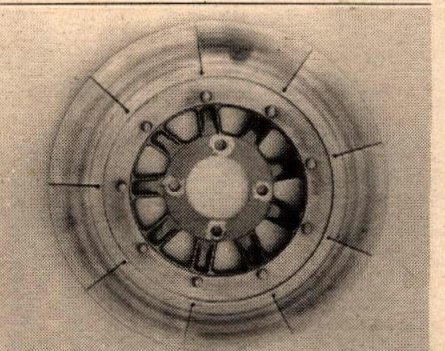
Yamaha RD350 Mod. Prod.**Road Racer**

TZ crank, TR3 cylinders, heads & pipes, mag wheels, big tank. Will consider trade. (219) 749-5562 9 a.m. to 6:30 p.m. or (219) 486-3528 after 6:30. (350/2E)

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250 MX, \$1050 and 250 Qualifier, \$1000. Both excellent condition. Job forces sale, ridden very little. (714) 729-0713 Evenings. (149/50)

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1972, E-Z on hitch, fine condition, \$1800.00 OBO. (714) 249-6032. (149/50)

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Not running, \$500.00. (213) 691-3655. (149/50)

HUSKY PARTS HALF PRICE CLOSE-OUT!

While they last — liquidating Husky parts — one or all! NEWHALL KAWASAKI, 24364 San Fernando Rd., Newhall, CA 91321. (805) 254-2111. (249/50)

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Wife's bike, box stock, \$1250.00. Days (213) 885-3849, eves. (213) 894-4793. (149/50)

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FOX FACTORY CR250

44 Fox Forx, Frias swingarm, Fox Shoxs, El Magnum, Metzlers, Fox eng., faster than a water-cooler, make offer. (714) 726-4813. (148/2)

4-Valve Jawa Speedway Motor

1980 Short Stroke. Cirello mag., hard chrome cams and cups. Complete with carb and pipe. Used only as spare bike. Ask for John Foster (714) 739-8200. (149/50)

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Excellent condition, \$1095. Phone after 5 p.m. (213) 998-3817. (149/50)

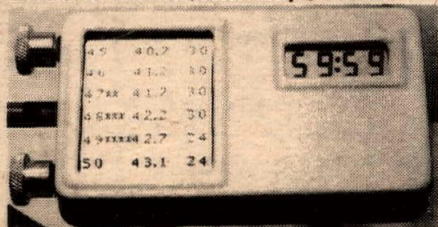
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Newly rebuilt two-valve engine, spare parts, good condition. (714) 968-5385. (149/50)

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Excellent condition, new top end, rebuilt suspension, new tire, runs great, very fast. Call for info. \$1,300.00. (714) 971-9677. (150)

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Order now for Xmas! Send \$1.00 for 1981 Enduro Catalog. Dealer inquiries invited. CLAIREMONT CYCLE SUPPLY, 4461 Clairemont Mesa Blvd., San Diego, CA 92117. (714) 272-1162. (246/50E)

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Two '81 Kawasaki 440 Jet Skis

\$3000. (714) 848-3088, 8-4 Mon. thru Friday, ask for Butch. (246/TFN)

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★ '81 KTM 250 ★ KTM ★ KTM ★

6-speed, Fox Factory Piggybacks, Fox Forx, springs, Root factory, Boost Bottle, engine blue printed, "Ceet" Safety Seat, European quality and reliability, excellent condition! \$1600 B/O. (714) 775-5928. (149/50)



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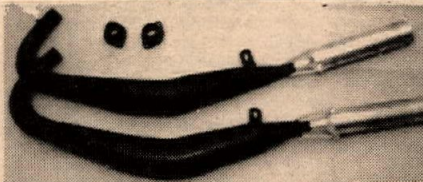
Excellent condition, ridden very little, \$950. (714) 646-0685. (149/50)

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Wrecked. Call after 5:00 (209) 299-4594. (149/50)



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RD250 & 350 LC, R5, RD350

400 & 400F Pipes, \$125 per set

Tapered head pipes, rebuildable aluminum mufflers, comes complete with silencer, all hardware and instructions. Dealer inquiries invited. We also have Jet Ski, Tri-Moto, ATC 250s pipes. Write: F.P.P., 3001 #30 S. State Street, Ukiah, CA 95482, or call (707) 462-9291. (243/TFNE)

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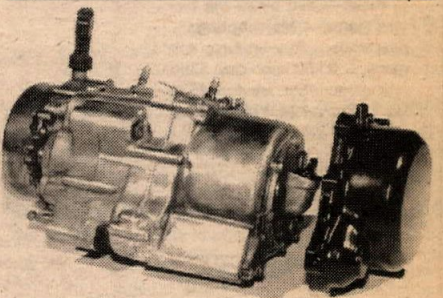
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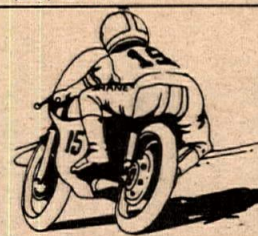
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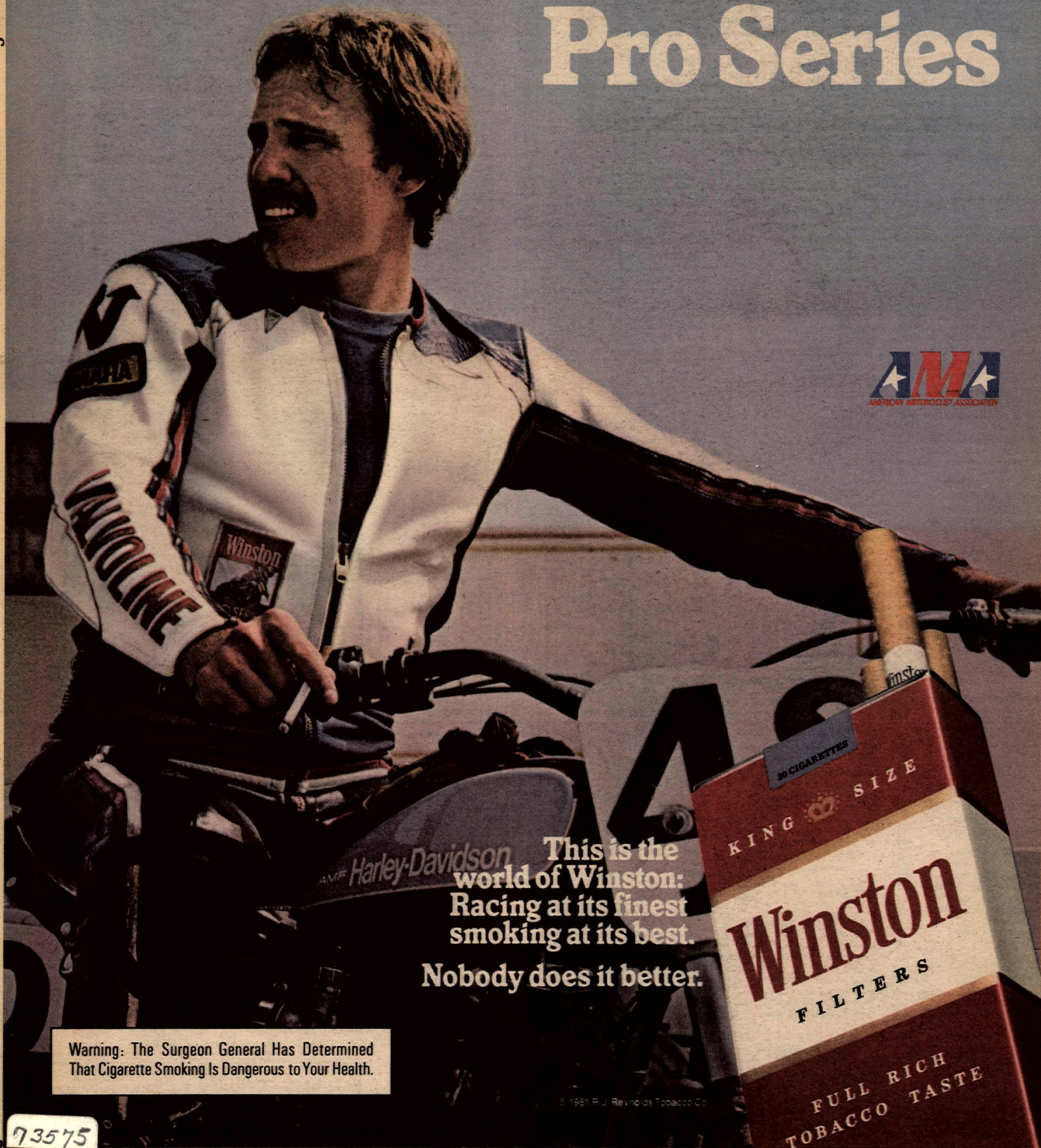


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